



W B

Log of the
 Sept 2d 1848.
 Ship. South Carolina
 Capt. Charles Owen

60

Sept 2d 1848 at Boston
 Sept 26th 1848 arrived at New Orleans

Dec 21st 1848	"	Liverpool, Eng	Log of the
Feb 21st 1849	"	Mobile	Ship South Carolina
July 31st 1849	"	Trieste	Capt. Charles Owen
Aug 9th 1849	"	Messina	Bath
Aug 12th 1849		Palermo	Maine
Aug 13th 1849		Trapani	1866

Aug 23 1849 Arrived at Cadiz

Octo 30th 1849 Bath Maine

Charles Owen
 Charles Owen
 Owen

Charles Owen

1849

Dr. Williams

22 P.O. Square

Bath Me.
 April 8th 1924
 My age is

Bartholomew Owen
 1930
 Once there
 Eighty five April 8th

Ship South Carolina
Capt Charles Ordway.
Bath Meque. 26

Ship Log.

Saturday Sept 2nd 1848

After ten months enjoyment of all the comforts of home
this finds me at Boston with the good ship South
Carolina loaded with seven hundred & two tons of
Ice & between decks full of Boston notions from
Orinus to Rogers & Shog & Ready for New Orleans
at 4 P.M. Pilot & crew all on board we make
Sail from Central Wharf with a light breeze
from W.N.W. & Proceed down the Harbour
at 6 P.M. our side the light House discharge
the pilot & fill away to the E.S.E. with a light
Air from West - and asking the guidance
& protection of a kind Providence in all our
ways I now bid good bye for a season to all the
Comforts of Home & commence daily Journal & Sea
time & May God Protect us & land us there

Sunday Sept 3rd 1848.

This 15 Hours commences with light Air Hauling
to N.W. steering E.S.E. for Cape Cod - at 10 P.M. sailing
Rogals at 11 P.M. wind hauled with feet in S.W. &
& kept too East Midnight thick & strong breeze
steering up to give the Cape - and made
at 2 A.M. kept off E.S.E. at 4 A.M. S.S.E. at 8 A.M.
for the made all sail & kept all steering Sails
allowing aloft - & the day ends with fresh winds
from N.W. & Pleasant steering South 7 miles per Hour

Bar 29 1/2 Therm 70 Lat Obs 41° 31' Long Obs 69° 18' 1/2

$$\begin{array}{r} 55.50 \\ 34.10 \\ 7.21 \\ \hline 41.31 \end{array}$$

$$\begin{array}{r} 9.25.24 \\ 4.23 \\ \hline 9.21.01 \end{array}$$

 7 Lat Obs

Monday Sept 4th 1848

Light Air Hauling to West at 4 A.M. took in all
steering sails & hauled too S.S.E. through the night
Pleasant breeze from W.N.W. & West heading ~~to~~ S.S.E.
to South. Morning pleasant & fine & the day ends
Pleasant winds from West steering S.S.E. 6 miles per Hour
allow that we have made in South Course this
24 Hours

Bar 29 1/2 Therm 72 Lat Obs 38° 57' Long Obs 69° 18'

$$\begin{array}{r} 58.02 \\ 31.55 \\ 6.59 \\ \hline 38.57 \end{array}$$

$$\begin{array}{r} 7.03.11 \\ 4.26 \\ \hline 6.58.41 \end{array}$$

 7 Lat Obs

3 days from Boston for New Orleans

Tuesday Sept 5th 1848

Light winds from West to WSW smooth sea & fine pleasant weather ship under all sail heading throughout the 24 hours South & SSW, Home here to day & almost sick noon fresh galeed N. wind WSW heading South all over 40 miles Gulf this 24 hours

Bar 29 $\frac{1}{2}$ Therm 77 $\frac{1}{2}$ $\begin{smallmatrix} 59.442 \\ 50.113 \\ 6.137 \\ 36.50 \end{smallmatrix}$ $\begin{smallmatrix} 6.40.39 \\ 4.14 \\ 6.13.35 \end{smallmatrix}$ Lat for Oct 36 $\frac{1}{2}$ 30 N Long Chocoma 69 $\frac{1}{2}$ 00 W

Wednesday Sept 6th 1848

Light Head winds from N.E.W., steady breeze and fine pleasant weather heading South & S $\frac{1}{2}$ E by S & seven miles per hour throughout the 24 hours if the wind continues here to the N.E.W. & S.W. I shall be all out of a mind to go down by Turkey Island or Old Cape Francis & think we will make a shorter passage as we are now so far to the Eastward

Bar 30 $\frac{1}{2}$ Therm 79 $\frac{1}{2}$ $\begin{smallmatrix} 6.18.36 \\ 4.27 \\ 6.14.09 \end{smallmatrix}$ $\begin{smallmatrix} 62.006 \\ 27.524 \\ 6.14 \\ 34.00 \end{smallmatrix}$ Lat 34 $\frac{1}{2}$ 08 W Long 68 $\frac{1}{2}$ 40 Chocoma by 69 $\frac{1}{2}$ 00 W

Thursday Sept 7th 1848

Light S.W. & W.S.W., wind smooth sea & pleasant weather under all possible sail by the wind heading from S.S.E. to South S $\frac{1}{2}$ miles per hour

Bar 30 $\frac{1}{2}$ Therm 80 $\frac{1}{2}$ $\begin{smallmatrix} 64.002 \\ 25.558 \\ 5.552 \end{smallmatrix}$ $\begin{smallmatrix} 5.56.08 \\ 4.27 \\ 5.55.14.41 \end{smallmatrix}$ Lat 31 $\frac{1}{2}$ 49 W Long 67 $\frac{1}{2}$ 40 Chocoma by 68 $\frac{1}{2}$ 00 W

Friday Sept 8th 1848

Baffling winds Calm & Squally of Rain all round the Equinox, comprises the amount of this 24 hours. Sun obscure

Bar 30 $\frac{1}{2}$ Therm 83 $\frac{1}{2}$ Lat 31 $\frac{1}{2}$ 00 W Long 68 $\frac{1}{2}$ 00 W

Saturday Sept 9th 1848

Commenced with a light wind from S.W. & cloudy weather at 6 P.M. spoke a Brazilian Brig from North America for N York Midnight Squally S.W. Rained for 4 hrs Morning fresh wind from S.S.W., and strong winds & heavy passing clouds

Bar 29 $\frac{1}{2}$ Therm 80 $\begin{smallmatrix} 5.14.29 \\ 5.00 \end{smallmatrix}$ $\begin{smallmatrix} 63.57 \\ 26.50 \\ 31.09 \end{smallmatrix}$ Lat 31 $\frac{1}{2}$ 09 W Long 69 $\frac{1}{2}$ 45 W

8 days from Boston

Sunday Sept 10th 1848

This long business day to me always at sea and more than unusually so to day begins with strong gale, exactly ahead of from the S.W. & dark & squally weather at 2 P.M. Close Reefed fore & aft furled main sail & flanked at 4 P.M. since hauled back were ship to the bar then & made new easy sail - End light air from North over a heavy head sea

Bar 30th Therm 82 - $\frac{64^{\circ} 16}{25^{\circ} 44}$ $\frac{4^{\circ} 48^{\circ} 118}{4^{\circ} 43^{\circ} 38}$

Lat 30° 28' Obs

Long 70° 00' W

Long 69° 38' Chron

Monday Sept 11th 1848

Light Baffling Breeze from N.E. & East & pleasant weather with a head S.W. Sea which has retarded our progress considerably this 24 hours ship made all possible sail along shore ~~steering~~ steering S.W. 4 miles for the hole in the wall the day End light breeze & squally weather

Bar 30th Therm 81 - $\frac{64^{\circ} 47}{25^{\circ} 13}$ $\frac{4^{\circ} 48^{\circ} 118}{4^{\circ} 43^{\circ} 38}$

Lat 29° 34' Obs

Long 70° 40' Chron

Long 71° 00' W

Tuesday Sept 12th 1848

Commences pleasant S.E. wind with a heavy swell from S.E. at 8 P.M. squally with heavy thunder & sharp lightning all round in all light sails S.W. Reefed fore & main. Midnight pleasant made all sail 4 A.M. Dark & stormy with awful thunder & lightning all round in all light sails Hauled up the courses & S.W. Reefed at 6 A.M. wind hauled to N.E. at 8 A.M. Squally passed over wind steady at N.E. Made all sail again. Day was pleasant with a heavy confused swell and as it is Hurricane time & place deem Caution the better part of Valour steering S.W. all 24 hours

Bar 30th Therm 81 - $\frac{65^{\circ} 42}{24^{\circ} 18}$ $\frac{4^{\circ} 02^{\circ} 22}{4^{\circ} 32}$

Lat 28° 17' Obs

Long 72° 14' Chron

Long 72° 28' W

Wednesday Sept 13th 1848

Fresh Breeze from East & S.E. with passing squalls of rain made & took in sail on Oceanic Run End pleasant

Bar 30th Therm 82 - $\frac{67^{\circ} 00}{23^{\circ} 00}$ $\frac{3^{\circ} 39^{\circ} 23}{3^{\circ} 34^{\circ} 32}$

Lat Obs 26° 35'

Long Chron 74° 15'

Long W 74° 25'

12 days out

Thursday Sept. 14th 1848

fresh wind from S.E., heading to East with
 signals at 8 P.M., shortened sail & run easy
 through the night. Morning made all sail
 and pleasant East wind & fine weather
 at noon the land about Harbour Island
 South 10 miles distant hauled up WNW for

Aliso $\frac{67^{\circ} 32'}{23^{\circ} 28'} = 25^{\circ} 39'$
 $\frac{3^{\circ} 16' 20''}{4^{\circ} 52'} = 3^{\circ} 11' 28''$

Lat Obs 25[°] 39'
 Long Obs 76[°] 28'

Bar 30 Therm 82

Friday Sept 15th 1848

Pleasant East wind at 3 P.M., made Aliso
 at 5.30 P.M., Hole in the wall Light house North
 2 miles - through the night fine & pleasant
 at 11 A.M., the Great Isaac east two miles
 hauled up S.W., for the Benjamin, and light
 winds from E.S.E. & pleasant sailing along in
 nine fathoms. A ship in company probably the
 Bertram which sailed 5 days before us

Bar 30 Therm 84 Lat 25[°] 52' (Obs)
 $\frac{66^{\circ} 56'}{23^{\circ} 04'} = 25^{\circ} 53' 13''$
 $\frac{2^{\circ} 48' 00''}{2^{\circ} 48' 00''} = 2^{\circ} 48' 00''$

Light by Chron taken 4.40 P.M. the
 South Benjamin Island East 1 1/2 mile distance 25[°] 41' Lat

9 ^h 28 ^m 30 ^s	2 ^h 53 ^m 13 ^s	20 ^h 40 ^m
9 ^h 29 ^m 10 ^s	2 ^h 53 ^m 12 ^s	20 ^h 31 ^m
13 ^h 57 ^m 40 ^s	2 ^h 48 ^m 01 ^s	41 ^h 11 ^m
9 ^h 28 ^m 50 ^s	2 ^h 43 ^m 29 ^s	20 ^h 35 ^m
16 ^h 31 ^m	90 ^h 00 ^m	20 ^h 44 ^m
9 ^h 45 ^m 21 ^s Mean	87 ^h 17 ^m 10 ^s	
14 ^h 28 ^m 05 ^s alt		
5 ^h 17 ^m 20 ^s	4 ^h 33 ^m 00 ^s	20 ^h 44 ^m
Long by Chron 79 [°] 20'	4 ^h 33 ^m 00 ^s	25 ^h 41 ^m
by Chart 79 [°] 20'	4 ^h 33 ^m 00 ^s	27 ^h 17 ^m
	4 ^h 33 ^m 00 ^s	13 ^h 42 ^m
	4 ^h 33 ^m 00 ^s	66 ^h 57 ^m
	4 ^h 33 ^m 00 ^s	20 ^h 44 ^m
	4 ^h 33 ^m 00 ^s	46 ^h 07 ^m

Again same time & place

9 ^h 29 ^m 47 ^s	90 ^h 00 ^m	20 ^h 21 ^m
9 ^h 30 ^m 15 ^s	2 ^h 43 ^m	20 ^h 15 ^m
19 ^h 00 ^m 02 ^s	87 ^h 17 ^m	40 ^h 36 ^m
9 ^h 30 ^m 01 ^s		20 ^h 18 ^m
16 ^h 31 ^m		20 ^h 27 ^m
9 ^h 46 ^m 32 ^s	20 ^h 27 ^m	
4 ^h 29 ^m 21 ^s	25 ^h 41 ^m	
5 ^h 17 ^m 11 ^s	87 ^h 17 ^m	
Long by Chron 79 [°] 19'	13 ^h 25 ^m	10 ^h 04 ^m 51 ^s
by Chart 79 [°] 20'	66 ^h 42 ^m	10 ^h 00 ^m 49 ^s
	20 ^h 27 ^m	9 ^h 59 ^m 20 ^s
	46 ^h 15 ^m	9 ^h 58 ^m 76 ^s
		79 ^h 50 ^m 63 ^s
		9 ^h 75 ^m 08 ^s
		4 ^h 34 ^m 20 ^s
		4 ^h 39 ^m
		4 ^h 29 ^m 21 ^s alt

only 3 miles difference

14 days from Boston

Saturday Sept 16th 1848

Light East wind & Pleasant weather
Sailing along within two miles of the Deminie Islands
at 4 P.M. was boarded by a boat from a wrecked &
got some small turtle & some small fresh fish price
them with my bread &c. — at 8 P.M. ~~Dark~~ light
One East 5 miles distance wind baffled to S.E.,
through the night light air from S.E. heading
S.S.W. Morning wind hauled to S.S.E. at noon
this day tack to the East Carrisport Reef light
Boat bearing W by N, 6 miles distance

Bar 30.7

Therm 84

Sunday Sept 17th

Light Air from S.S.E. heading East at 2 P.M.
wind hauled to S.E. tacked ship to S.W.
Judge my self 14 miles East from the light boat —
at 8 P.M. the light boat N.W. 6 or 8 miles tacked to the
East at midnight tacked westward heading
from S.W. to S.S.W. at 5.30 A.M. tacked to the East & hauled
wind baffling to S.S.W. in finale at Carrisport light boat
North 8 miles. Through the morning light air
& Calm & we drifting slowly down the Gulf —
at noon this day I judge the light boat N.W.
10 or 12 miles distance it being in sight from aloft
End Calm & we drifting rapidly to the North
to day I am home sick but no more hope for
a ship to get round the Tortugas.

Bar 30.7

Therm 87 shade warm

Lat 25 05 (N)

Monday Sept 18th 1848

Throughout the 24 hours wind from every point of the
Compass Calm & Squalls and hot enough to melt a
Salamanca at 5 P.M. we had a fresh Squall from West
the Florida Shoar distance 14 miles & to my astonishment
the breeze broke off Swarms of Mosquitoes which put in
mine of the Mississippi through the night Calm &
Baffling Morning a light local color Air from North
at noon light Air from East the Land bearing
West 15 or 16 miles & find we have lost 13 miles this 24 hours
or 22 so far along as we were on Saturday noon

Bar 30.7

Therm 88

14 49.34

1 34.21

66 20

2 1 38

25 18

Lat 25 18

17 days from Boston

Thursday Sept-19th 1848

Light Breeze from East the Florida Schoon distance
10 miles we sailing four miles per hour & not much
more then holding our own by the land at 6 PM,
the Light Ship on Carrisfort again West 10 or 12 miles
distance through the night steering S 13, W, & S S W,
5 miles per hour 4 1/2 miles kept off S W, at 8 PM, (Lash),
& we have run 5 & 6 miles per hour & this day at noon
I find my self by good observations in Lat 24° 30'
Long 81° 30' which is exact 80° 30'. Making only
in 16 hours with a good Ry North Breeze only 49
miles on a S 61° W course when with the current steering
we have made our course S 53° W. & 3 miles consequently
I am in error by the strong Gulf in 16 hours 34 miles

Bar 30th Therm 87th (Hd) 1° 20' 16" 3° 13' 23° 15' 24° 30' Lat 24° 30' W
Long 80° 30' W

Wednesday Sept 20th 1848

Light Breeze from East & fine weather at dawn 6° 30' PM,
the Florida Schoon a Canal about Bow Key Key North
12 miles through the night light winds steering S 13, W, & W
at 10 A.M. made Key West light making 12 miles
through the night we have had a three hour current
against us at 8 A.M. Key West light from Bow North
60 or 8 miles distance & the following on the Light & Chronometer

12° 52' 40	00° 56' 56	24° 57
12° 53' 30	5° 20	25° 08
25° 46' 10	57° 36	50° 06
12° 53' 05	3° 55	25° 02
16° 45	00° 55' 25	25° 10
13 209° 50	89° 05	
7° 42' 52	25° 11	10° 04 063
5° 26' 58	24° 24	10° 00 006
Diff Long 81° 44 1/2	89° 05	9° 54 769
Chron & Long	138° 40	9° 54 295
	69° 20	14° 43 133
	25° 11	9° 71 586
	44° 09	7° 49° 36
		6° 44
		7° 42' 52

Which makes my Longitude by Chron exact with the Land -
at 9.30 A.M. Lane Key North 24 miles distance
the day end with light Air from East & extremely
Hot & sultry steering W 13 S. about 2 miles per hour
down the Reef for Wiggins

Bar 30th Therm 90° in Cabin

66° 31
23° 29
37
24° 20 1/2
Lat per 067

Wednesday Sept 21st 1848

Light Buffling Air Calm & Hot at noon
this day the Fortugas Bear East 20 Miles

Bar 30¹/₂ Therm 95 Lat 24¹/₂ 30

Friday Sept 22nd 1848

Light Air Calm & Hot throughout the 24 hours

took four pills last night [John Ford]

Bar 30¹/₂ Therm 92

Lat 25¹/₂ 05 Obs

Long 84¹/₂ 00 GC

Saturday Sept 23rd 1848

Light Easterly Winds & Gloomy weather Barometer falling
Slowly & the weather not flattening Steady N.W. Gale 4 hours

Bar 30¹/₂ 29¹/₂ Therm 92

Lat 26¹/₂ 21 Obs

Long 85¹/₂ 20 Chron¹/₂

13¹/₂ 13
34 32
19 noon

63¹/₂ 20
26¹/₂ 40
19 South
26¹/₂ 21

Sunday Sept 24th 1848

As I anticipated yesterday at 8¹/₂ PM, we are under
close Reefed topails & Reefed fore sail Mowing a Gale from
East & S.W. through the night Steady N.W. seven miles
in hour under close Reefed & Reefed fore sail at 7¹/₂
A.M. July. Increasing & the weather looking dark & tempest
judging my self in Lat 28¹/₂ 00 Long 88¹/₂ 09
thought not prudent to run any further to the
westward Heaved Chaf on a brace to the Northward
at 10¹/₂ M, were ship to the Southward & how
two under close Reefed main top sail
the day ends a heavy Gale & dark stormy weather

Bar 29¹/₂

Therm 89

Lat 28¹/₂ 37

Long 88¹/₂ 09

W 8¹/₂ 8

Monday Sept 25th 1848

Winds us how two under a close reefed main top sail
blowing a Tempest from East & an awful sea - at
Sun set the Gale Moderated & Hauled to N.E.
it is unnecessary to add words to the fury of the wind yesterday
but our poor ship bore it manfully & this morning it is
Moderate from N.W. & we have not but a rope from
the day end pleasant with a heavy sea heaving in
to the N.E.

Bar 29¹/₂ 29¹/₂ Therm 77

11 00 13
82 20
1.05.23

60¹/₂ 57
29¹/₂ 09
1¹/₂ 05
29¹/₂ 04

Lat 28¹/₂ 04 Obs

Long 87¹/₂ 45 Chron

Tuesday Sept 26th 1848

Strong N W winds at 6 P.M. took ship to the westward
through the night fresh North wind & pleasant at
7 A.M. Made the Ballies Light House at 9 A.M. took
Steam Boat Daniel Webster & towed in over
the Bar & thus ended passage & sea time

Wednesday Sept 27th 1848

Arrived at New Orleans at Noon & got
all ready for discharging cargo

Said On
Board

6 Stephen

October 4th finished discharging our
Cargo of Ice

On the other side of Jordan their reser-
ge weary and

Bath is the largest town on the
maine and so a

Edwin Wood

New Bedford
Mass
Friends Garding School

Wm

Amos

Edw

October 5th 1848
Engaged from Mr Bailey & Bayter 1200 Bales of
Cotton for Liverpool at 7/16

Thursday October 24th 1848

Finished Loading with
the following Cargo viz

Average in cotton

2326 Bales	2326 Bales Cotton at 7/16 ⁷ per lb
320 Bales	915 Bales of Flour " 3/3 ⁸ per lb
150 "	1384 Sacks of Wheat " 9 1/2 ¹ per Bushel
50 "	94 Tons of Lard 5 ⁷ per cwt
2846	Freight & primes \$2228.13.7
Royal & Co. of London	

Wednesday Oct 25th 1848

Left the ship down River last night & detained
My self for the Balance of My Crew —

Thursday Oct 26th 1848

Increased in Shipping three Men more & at 9 P.M.
Embarked on Board Steamer Southern for the
South West Pass & leave Williams with no regret
After about \$650 advance money a low Freight
& other charges almost equal to advance Crew —

Friday Oct 27th 1848

Arrive on Board at 6 P.M. find the ship all
Ready & find one of the crew a Mexican Indian
that can not speak a word of English & probably
has never seen a ship before & two French men
that will probably be payable & now for a winter
passage across the Atlantic & may God & Fare well,
Go with us

Saturday October 28th 1848

at 3 P.M. High Water Pilot came on board & two Steamers along
side the Phoenix & Southern have up the Anchor with a
fresh Gale from S.W. & proceeded for the Bar at 4.30 P.M.
took the Boston & Stride fast in the Bar at 7.30 P.M.
the Steamers finding it impossible to move the ship High
Water part Steamers left so of us & we let go our Distance
Anchor to try to keep our Head to the Westward
being rather on the Eastern side of the Channel
& blowing strong from S.W.

Sunday Oct 29th 1848

Finds the good ship South Carolina head & fast on the Bar with a fine westerly wind moving away at 3 P.M. the Steamers Congress & Phoenix came along side hove up the Anchor & they continued pulling on us till 9.30 P.M. part High water they cast off from us not moving us an Inch. End strong S.W. wind & some swell on the Bar —

Monday Oct 30th

at Daylight found the ship had backed her length to the Eastward out the Channel into 13 feet of water at 2 P.M. the Phoenix & Congress again came along side & commenced pulling on the ship & 5 P.M. the Hercules also came & took our Hauler from the Starboard Boat & all three boats pulled on us till 10 P.M. to no purpose & they left us without moving us a foot & almost begin to think we shall remain here the winter at Midnight the wind changed in a heavy Squall to North & our Hauler moved a little to the Eastward

Tuesday Oct 31st 1848

all laid out at back with a strong Gale from N.E. & from 7 to 11 P.M. ship moved about half her length Astern which has given me some encouragement — have had no Boats to day as the Pilot considers them of no use till we get an Easterly wind & some swell on the Bar & I am of his opinion as we moved last night of our own accord

Wednesday November 1st 1848

This day & month commences & finds me unfortunately Haul aground with a strong North wind all laid out at back & at 4 P.M. the Steamer Ocean & Shark came along side & both commenced work on us to pull us Astern till past Midnight & they gave it up not moving us an Inch — 13 feet all round us & we drawing 17. But to day there is prospect of S.E. wind soon & think then we will get off without much trouble as we have not more than one our length to go & we are in 3 ft. then

Ship South Carolina. Thursday Nov 24th 1848

This Morning we have a balmy East wind
all sail aback on the ship to prep her Astern
Now put under from E.S.E. & some sail on the Bar
at 4 P.M. tide rising made signals for Steam
Boats which was promptly answered by the Shark
Ocean & Mary Kingland. the Shark came on
Starboard. Mary Kingland on the Starboard side
of the Ocean took Steam Cable from Starboard Quarter
& all three Boats commenced pulling in good earnest
to Back us Astern. Made signals for an other Boat
& the Persian Gam along side & gave us her 10 inch Cable
which we took from the Starboard Board & commenced pulling
on us. the Steamer Ocean let go from Ast. & took hold
of the Steamer Persian & all four Boats at full Steam
to try to cant her head to the Westward the two Boats ahead
broad on the Starboard Board the Mary Kingland on the
Starboard side going ahead & the Shark on the Starboard side
backing at 7 P.M. Ship started & running round head down
the pass & ahead a short distance & shot up again fast
Made all possible sail on the ship & all four Steamers on
us pulling on us almost enough to pull top from bottom
unless strong as Oak & Iron can be put together which
fortunately we are at 8³⁰ P.M. we started ahead again
& in a few moments all clear of the Bar
Steamers & Pilot left us & we trim our sails to S.E. with
a fresh breeze from S.E. May this end all Hand
Luck for the Voyage & Commending our Selves & Good
Ship to the protection of that ~~wise~~ Providence
that rules Sea as well as Land "without which we a Sparrow
fall to the ground without its notice" I hope for a
pleasant & prosperous Voyage & May God protect & watch
over us & Love ones at Home is the prayer of the Captain
J. W. W.

Friday Nov 30th 1848

This 16 Hours commencing & ending with fresh S.E. winds & cloudy weather
at 4 A.M. tacked to the E.N.E. & at Noon this day the
Entrance of the South West pass near North 12 or 14 Miles
distance. See the Ships at anchor in the pass from
ast. & a Ship hauled in in tow of a Steamer
We will to day see Complaint pain in my side & Head
Stomach. Not lay half to a mile on the Bar & little more sick
withal & a good deal sick of the Sea & commencing a Hard Voyage

Saturday Nov 4th 1848

Fresh headwind S.E. wind, & cloudy weather at 4 P.M.,
the South Point Light House was about 10 or 12 miles
from which I take Dep at 8 P.M. strong gale, Dec Reefs
are & left. Through the night heavy squalls of wind & rain
leading S.W. & S.E. morning wind hauled S.E. & South
made heavy sail and put & Squally. Sun Obscure
Bar 29 1/2 Therm 67 Lat 29° 25' N
Long 87° 47' W

Sunday Nov 5th 1848

Strong head wind with a heavy S.E. sea made all sail
ship jumping into the sea. Waves under which
retards our progress 2 miles per hour
and pleasant wind came, then S.E. all 24 hours
Bar 30 Therm 65 Lat 27° 43' N
Long 85° 57' W

Monday Nov 6th 1848

Fine North wind & fine location passed at 9 A.M.,
Ship Euphor standing into the Bay. No half tide today
took a bad cold on the sea
Bar 30 Therm 72 Lat 25° 23' N
Long 84° 20' W

Tuesday Nov 7th 1848

Fresh N.E. wind, & cloudy at 6 P.M. 50 hours from South Point
at anchor rounding on Tortugas Bank 30 fathoms kept
off S.E. & S.W. E. rounding occasionally till 2 A.M. No
bottom in 100 fathoms hauled trap on a wind
S.E. and put wind from N.E. & heavy squally clouds
under all sail
Bar 30 Therm 73 Lat 24° 02' N
Long 82° 15' W

Wednesday Nov 8th 1848

Strong N.E. wind at 8 P.M. Dec Reefs at Midnight
Judging Pass of Matanzas South 18 or 20 miles tacked
ship to N.W. morning made heavy sail
and put wind & clear
Bar 30 Therm 73 Lat 24° 09' N
Long 81° 10' W

Thursday Nov 9th 1848

Fresh Head wind at Midnight tacked to N.W.,
South Head Light Key Light bearing South 8 miles
at Noon tacked to the Eastward the Florida Shoals
in sight 8 or 10 miles distance
Bar 30 Therm 76 Lat 24° 50' N
Long 80° 25' W

Six days from the Bar

Friday Nov 10th 1848

Strong Gale from N.E. & S.W. Most of the
time under full Ropes sails, tacking ship as necessary
at 8 AM, tacked to the Westward San Key Light House East
by Niles, at noon tacked Eastward. Not half well today. No have not
been since I left the Bar

Lat 25° 45' N

Bar 30

Therm 77

Long 79° 35'

Saturday Nov 11th 1848

As yesterday strong head wind at 4 P.M., the
Bermuda Island East two miles tacked to N.W.,
at 2 A.M. tacked Eastward at 8 A.M. Northward
ship Hector in company & his in the last four
days for Antwerp sailing from the Bar a few hours before 12

Lat 27° 00' N

Long 79° 40' W

2/3 and

Sunday Nov 12th 1848

Moderate from N.E., hauling to East & South
into all Steering Sails. The day end with light
Air & Baffling & fine. We are now clear of
the Straits of Florida & again commencing our
voyage & good ship to the guidance & protection of
that Providence that never slumbers nor sleeps
I hope for a prosperous passage across the
Atlantic at this dreary season of the year. To
day I am more than half sick -

Lat 30° 01' N

Bar 30

Therm 77

Long 79° 46'

Monday Nov 13th 1848

Baffling head wind & thick rainy weather. Wind
N.E. & S. thick & rainy further S.W. fallant sail. I allow
not much fault if any this 24 hours as far as we are to the
Eastward of the Stream. Without chains &c

Bar 30

Therm 71

Lat 30° 43' N

Long 79° 02'

Tuesday Nov 14th 1848

Unwelcom. N.E. Gale, & dark weather since by Observation
I have had no stream the last two days & to end the day

Bar 30

Therm 71

Lat 30° 33' N

Long 78° 30' W

Wednesday Nov 15th 1848

Continues & end with directly head wind from N.E. & S.W. tacked
to N.W. wind blowing to N.E. tacked to the Eastward and
by Observation we have only made 30 miles this 24 hours

Bar 30

Therm 72 -

Lat 30° 26' N
Long 78° 00' W

a stream but light
which has turned me
to day

Abstract of Passage from Straights of Florida Toward Liverpool Commencing
from Sunday Nov 12th 1848 Eight days from the Star Lat 30° 01 Long 79° 46

[illegible]

12 days, from the Bar

Thursday 16th November 1848

Continuous N.E. & E.N.E. winds exactly ahead for the last ten days, at 3 A.M., tacking to the N.N.W. Ends with prospect of a change for the better & hope now the N.E. wind has blown itself out & died of old age & that we shall have a good Run to make up for the past few days. This morning the Bague Valmale ^{passing in other track} from Orleans for Rotterdam sailed two or three days before us. Ends pleasant as June month for wind coming to East, heading North then N.W. for Home

Bar 30¹/₁

Therm 73

Lat 30° 22

Long 77° 40

Friday 17th Nov 1848

Throughout the 24 Lys. Boffing' air from the South East & remarkably smooth & pleasant & we have run by Logg the small distance this 24 hours of only 70 miles so that in the last five days we have hardly made a 24 Hours Run & again I exclaim Oh Patience there art a virtue & to help out we have a strong South West Current by Observation we have made with the ^{only} 250 miles have last Friday

Bar 30¹/₁

Therm 78

Lat 31° 01' Obs

Long 77° 00' Therm

Saturday Nov 18th 1848

Increasing pleasant Breeze, from S.E., smooth sea & fine weather under all sail steering N.E. Midnight fresh & some squalls in light sails. Morning 6 A.M. Gentle Breeze from 6 to 10 A.M. it blew heavy with heavy squalls from S.E. & South at Meridia wind hauled West & moderated. Made Newcast. sail

Bar 30¹/₁ 29¹/₁

Therm 75

Lat 33° 31' Obs

Long 74° 34' 1/2

at 3¹⁵ P.M., Saturday Nov 18th Lat 33° 35' N

Long 74° 20' by Chron. & Obs. Passed within two miles of the Steamer Crescent City Capt. Stoddard from New York for New Orleans, under a full Head of Steam & going at a fine Rate - Hope she will Report us

Sunday Nov 19th 1848

Wind hauled at 4 P.M. to N.E. & Boffed in Squalls three times this 24 Hours Round the Compass End put at N.N.E. we have made by Logg 70 miles this 24 Hours

Bar 29¹/₁ 29¹/₁

Therm 68

Lat 33° 33' Obs

Long 73° 10' 1/2

16 day, from the Bar

Monday Nov 20th 1848

We have Run this 24 Hours 170 Miles
with a strong wind from North & N.W., through
the night finally under S.W. Rep'd sails. Morning
made all sail

Bar 29¹/₂ 29¹/₆ Therm 60 & 60

Lat 34° 03' 00" N
Long 70° 15' 00" W

Tuesday Nov 21st 1848

Moderate westerly wind & fine pleasant weather
Distance by Log E.N.E. 160 Miles - almost hick to day to
go ahead & have been since I left the Bar - Lat 35° 05' 00" N

Bar 30¹/₂ 29¹/₆ Therm 61

Long 67° 00' 00" W

Wednesday Nov 22nd 1848

Pleasant & light winds, leaning to N.W., going along 4 miles per
Hour as pleasant as July at midnight wind shifted to S.W.,
& blew up finally & put in light sails at 2 A.M. Light Rep'd
Sails. Strong gale from W.S.W. with heavy passing squalls
close Rep'd fore & aft. My side to day is no better & I
fail in from spirits to watch squalls & the weather &
truly to day with my self at home as I am unfit for
any thing

Bar 29¹/₅ Therm 65¹/₂

Lat 35° 58' 00" N
Long 65° 10' 00" W

Thursday Nov 23rd

Strong westerly gale but too friendly to think much of
getting along at 5 P.M. got reduced to the Rep'd fore & aft
sail & Rep'd fore sail. Midnight Moderate S.W. till
noon & then up sail. Morning Moderate & Pleasant
for the season of the year. Much sail in forenoon
My side to day not any better a constant sharp pain
so much that it is broken coarseness - Of the
Compts of home for a sick man am completely
down hearted to day

Bar 29¹/₅ 29¹/₆

Therm 62 - Lat 36° 31' 00" N
Long 62° 10' 00" W

Friday Nov 24th

Light N.W. & N.W. wind & fine pleasant weather for the
season of the year - This has been the luckiest
day to me that I have seen for a long time -
My side my side,

Bar 30¹/₂ Therm 63

Lat 37° 01' 00" N
Long 60° 00' 00" W

Saturday Nov 25th

Much of the day Calm - a sick day to me. Water on deck
shut down for I feel better for last night - Lat 37° 15' 00" N
Long 59° 00' 00" W

22 days from the Bear

Sunday Nov 26th 1848

Thoughts of Home & all that is dear course rapidly
through my sick frame to day but I must
for better things & again to that a Melanch
wife & family almost considerable fear
my side is not so painful have put a blister
& mustard plaster & with all the attention that
can be on board a ship I leave the result
in better hands than mine. They will from
now, have not for me of head except
when the pain lay on it could not lay
on my side this two days

Lat 38° 49'
Long 55° 00' W

Monday 27th 1848

I think I am better to day My dear Father I can say no more
Worry Gals & many long day is it to me,

Lat 40° 54'
Long 52° 44' W

Tuesday Nov 28th 1848

Thank God I am better to day Have bin up
& down most all day free from pain & no
fever only excessively weak The wind lay
hard & about unrelentingly to the East & it
is raw & cold here about Newfoundland Banks
but I try to get about the Deck & hope to go
out tomorrow for the last week I have not
bin able to pay any attention to my
Reckoning & only have made daily Guess
work for the last six days But hope tomorrow
to get good Observations & Begin anew
to day I would Home Sweet Home
I wish over there that in this

Lat 40° 30'
Long 50° 00' W

25 day, out.

Wednesday Nov 29th 1848

Thank God I am now better I hope have been
up & dropped & out on deck. But I feel miserable & low spirits
the wind ahead throughout from East ESE. & NE, the mate
tacking ship as necessary. End nearly calm & thick fog —
light air ending to NNE, thick fog. Sun obscure

Bar 30

Therm 63

Lat 40° 20'

Long 49° 00'

Thursday Nov 30th 1848

Unwieldy ENE wind, & moderate gale good
circumstances to day & fine. My self rather further
to the East than I expected. About as good as
far from well

Bar 30 1/2

Therm 65

Lat 39° 35' Obsd

Long 46° 00' Chron

Friday December 1st 1848

This first day of December 1848 finds me with a
head wind & exactly ahead from East & in miserable
Health but better than for the last 15 days. But remarkably
pleasant & fine weather & has been the last week at
8 A.M. tack ship to NNE, End light air & pleasant

Bar 30 1/2

Therm 69

Lat 38° 38' Obsd

Long 44° 00' Chron

Saturday Dec 2nd 1848

Baffling head winds & fine weather at 8 P.M.
the wind hauled westerly to South & SE, light
air with all steering back through the night nearly
calm. Morning wind west fine breeze & the day End
moderate & pleasant as July. I am sitting along
nearly to day the mate now is a bare back with
the blister & mustard poultice but I hope to be about
as usual in a few days.

Bar 30 1/2

Therm 67

Lat Obsd 39° 39'

Long 43° 00' Chron

30 day, from the Bar

Sunday Dec 3^d 1848

Commenced with moderate breezes from W.N.W. at 4 P.M. Wind hauled in a squall to N.N.E. & N.E. in all morning sail light sail & set Reefed fore & aft the day end with N.E. wind & pleasant for the time the day. Mercury sail

Bar $30\frac{1}{2}$

Therm $62\frac{1}{2}$ cool, Long $40^{\circ} 00'$ Chron.

Lat $40^{\circ} 03'$ Obsd

Monday Dec 4th 1848

Commenced with light breeze from E.N.E. & pleasant weather at 8 P.M. breeze came to hauled to Northward
+ first part of the night light air from S.E. morning & the day
+ End with light variable breeze from W.S.W. & fine weather during E.N.E. 4 miles further. feel better to day than I have since I left the Bar but still a slight pain in my left side

Bar $30\frac{1}{2}$

Therm 64

Lat Obsd $40^{\circ} 26'$

Long $39^{\circ} 10'$ Chron.

Tuesday Dec 5th 1848

We have had a fine breeze from W.N.W. & N.W. & fine weather throughout the 24 hours & have run by log & Chron 191 miles N.E. & E. since this 24 while for us I good & the second day only that we have laid since we left the Gulf. feel comfortable to day no pain in my side & the first day since I left the Bar that I have felt in my usual health. Thank God & again my prayer is Blow Breeze Blow & keep us safe to the shore Deo demis. Videmus. Magores

Schwe die Latin - I have forgot the rest & don't further the aim is correct

Bar $29\frac{1}{9}$

Therm 62 —

Lat per Obs $42^{\circ} 27'$
Long Chron $36^{\circ} 22'$ (Obs)

Wednesday Dec 6th 1848

Strong N.W. wind with heavy passing squalls, not carrying much sail as our crew is so few we can not with safety cleave this 24 hours, 210 miles. End strong & equally tort fit. under high Reefed top sails & Reefed S.G. sails weather stormy & slap low

Bar $29\frac{1}{6}$ $29\frac{1}{4}$

Therm 63

Lat $44^{\circ} 06'$ Obsd

Long $32^{\circ} 46'$ Chron

34 days from the Bar

Thursday Dec 7th 1848

This 24 hours throughout heavy passing squalls & wind varied from West to N.W. glass falling & weather not promising & carrying but small sail as with my Miquah New Granada discretion & prudence necessary. In a Breeze threatening to the S.E. — End Moderate Wind here

Lat 45° 34' Obs

Bar 29 $\frac{1}{2}$ 29 $\frac{1}{4}$ Therm 50 cool Long 29° 40' Therm P.

Sights by Chron^o taken at 9° 45' A.M. Friday Dec 8th 1848

10° 59' 45"
11° 00' 50"
22° 00' 35"
11° 00' 17"
21° 34'

22° 46' 51"
En in Aug - 27
Sub, 22° 47' 18" noon
En in 9° 45' A.M. 33
22° 46' 45"
90° 00' 00"
112° 46' 45" Place dit

13° 44'
13° 48'
27° 32'
13° 46'
9

11° 21' 51" Mean time

9° 33' 18" Diff in time

Long at 9° 45' A.M. 27° 08 $\frac{1}{2}$

9° 41' 00"

7° 42'

9° 33' 18" App time

Again same time & place

13° 55'

46° 30'

112° 47'

173° 12'

86° 36'

72° 41'

16219

03528

8° 77310

9° 27986

18° 95043

9° 47521

10° 57' 30"
10° 58' 30"
20° 56' 00"
10° 58' 00"
21° 34'

11° 19' 34" Mean

9° 30' 30" App

1° 49' 04" Diff in time

Long 27° 16' at 9° 30' A.M.

Long 26° 50' noon

9° 38' 12"

7° 42'

9° 50' 30"

90° 00'

22° 47'

112° 47'

20° 38'

69° 22'

22° 47'

46° 35'

72° 48'

13° 28'

13° 34'

27° 02'

13° 31'

13° 40' all

Friday Dec 8th 1848

Baffling winds & light from W. S.W. to W.N.W. with Occasional squalls of Rain & Hail throughout the 24 hours. Morning clear but all ships & made sail Longitude by Chronometer as above

Lat 46° 35' Obs

Bar 29 Therm 52 — Long 26° 50' noon

20° 38'
69° 22'
22° 47'

46° 35' Obs

56 days from the South West Pass

Saturday Dec 9th 1848

Commences with pleasant Breeze from W & S W & fine weather steering East by Nib, for Home & E & S from 6 A.M. through the night Baffling winds from S.E. & N.E. & Calm at 2 A.M. tried up again from South West at 9^h 30 A.M. lights by Chrono as follows

10 ^h 45 ^m 54	22 ^h 52 ^m 44	12 ^h 35
10 ^h 46 ^m 14	20	12 ^h 37
21 ^h 32 ^m 08	22 ^h 53 ^m 04 noon	25 ^h 12
10 ^h 46 ^m 04	22 ^h 52 ^m 34	12 ^h 36
21 ^h 37	90 ^h 00	12 ^h 45

Meantime 11^h 07^m 41

112^h 53 Polar dist -

Long 24 ^h 23 ^m 1/2	12 ^h 45	10 ^h 16963
at 9 ^h 30 A.M.	47 ^h 25	10 ^h 13560
Long 24 ^h 23 ^m 1/2 at 9 ^h A.M.	112 ^h 53	8 ^h 78360
9 ^h 37 ^m 22	173 ^h 03	9 ^h 98233
7 ^h 15	46 ^h 31	18 ^h 97116
Apparent time 9 ^h 30 ^m 07	12 ^h 45	9 ^h 48558
	73 ^h 46	

We have run by Log this 24 hours 100 Miles on E. N. E. & true prospect of a southerly wind landed up E. & S. at Home the day ends by it winds from South & prospect of an Easterly wind dark & stormy in the Eastward for an Inconstant Latitude through the Rain as follows

Bar 30^h 3

Therm 52

Old 47^h 29 Lat

Long Chrono 24^h 10 noon

Sunday Dec 10th 1848

This 24 hours has been Baffling winds from S.E. to S.W. & Calm with heavy passing squalls of Rain & we have made this 24 hours by Log abt 72 Miles under all Sail Wind most of the time South & S.E. at 10 A.M. light Air from West & plenty of Rain the day ends perfectly Calm & Appearance of Easterly wind 1st Observation through Rain not considered as good

Bar 30^h 3

Therm 53

Lat Old 48^h 10

Long 22^h 42 Chrono

39 days out

Monday Dec 11th 1848

Commenced Calm & Rain at 2 P.M. Moved
up from 2.5.20, at 8 P.M. wind light, etc. all things
Sails stowing 8 P.M. 3. The day's wind went full ship
moving under Hauler South in all stowing sails
& the wind changed by the wind at 9 A.M. strong wind
high rapid & rapid till full at 10.30 A.M.
on the following Observation by Chron.

10 ^h 24 ^m 00 ^s	23 ^h 03 ^m 00 ^s	11 ^h 00 ^m
10 ^h 25 ^m 05 ^s	13	11 ^h 07 ^m
20 ^h 49 ^m 05 ^s	23 ^h 03 ^m	22 ^h 07 ^m
10 ^h 24 ^m 32 ^s	90 ^m 00 ^s	11 ^h 03 ^m
21 ^h 44 ^m	113 ^h 03 ^m	11 ^h 12 ^m
10 ^h 46 ^m 16 ^s	11 ^h 12 ^m	
9 ^h 28 ^m 16 ^s	48 ^m 45 ^s	10 ^h 18 ^m 08 ^s
1 ^h 18 ^m 00 ^s App	113 ^h 03 ^m	10 ^h 03 ^m 13 ^s
Long by Chron ^o at 9 ^h 2 ^m	173 ^h 00 ^m	3 ^h 78 ^m 68 ^s
9 ^h 34 ^m 36 ^s	86 ^m 30 ^s	9 ^h 98 ^m 55 ^s
8 ^h 20 ^s	11 ^h 12 ^m	18 ^h 988 ^m 25 ^s
9 ^h 28 ^m 16 ^s App	75 ^h 18 ^m	9 ^h 494 ^m 12 ^s

at 10 A.M. passed within hail of an American
Barge bound West to my opinion the marked
the Longitude on the Traction 14430 differing
5 degrees. Blowing fresh & a high sea could not
speak her but of course come to the conclusion he
made a mistake in the figures of my Chrono-
meter. I have decided on - But I mean only
from South for an Independent Observation of
Latitude which I think is about correct as follows
& the Barge's Longitude has put me in the Pucker - 18^h 10^m

But 29^h 3 29^h 5 - There 34

Lat Ind 48^h 47^m (Wd)

Long Chron^o 19^h 18^m -

Thursday Dec 12th

Strong South Gale & dark weather. One rapid, passed fine hail
at 8 P.M. under Hauler S.W. through the night the same at
noon the sun came out & for a tolerable observation as follows
stowing 8 P.M. all 2^h Hours -

Long by Chron^o 18^h 30^m

Lat

17^h 15^m
72^h 45^m
23^h 08^m
49^h 37^m (Wd)

at 2 P.M., Dec 11

2 ^u 38 ^u 40			12 ^u 18 ^u Good light
2 ^u 40 ^u 00			12 ^u 10
5 ^u 18 ^u 40			24 ^u 24
2 ^u 39 ^u 20	23 ^u 07 ^u 39		12 ^u 12
2 ^u 1 ^u 47	for long 10		12 ^u 21
3 ^u 01 ^u 07 Mean	carpet time 20		
1 ^u 55 ^u 57	23 ^u 08 ^u 09		
1 ^u 05 ^u 10 Diff in time	90 ^u 00		
Long Chron ^l at 2 P.M.	113 ^u 08		
16 ^u 17			
	175 ^u 09		
2 ^u 01 ^u 48	87 ^u 34		
5 ^u 57	12 ^u 21		
1 ^u 55 ^u 57 App	75 ^u 13		
	Again Lght was very good		
2 ^u 53 ^u 10	90 ^u 00		
2 ^u 1 ^u 47	23 ^u 08		
3 ^u 14 ^u 57	113 ^u 08		
2 ^u 10 ^u 21			
1 ^u 04 ^u 36 Long	16 ^u 09		
this Lght was not so good as	11 ^u 11		
the first Long Chron at 2 P.M.	113 ^u 08		
2 ^u 10 ^u 12	10 ^u 14		
5 ^u 57 Mean	11 ^u 11		
2 ^u 10 ^u 21	75 ^u 48		

But forward Baynes Longitude 11^u 00 at 2 P.M.
But I have no idea of any thing of the
kind. But the weather dark & gloomy at 4 P.M., took
in from Myer top sail wind S.W. by S, with a heavy sea
& as it is a bad wind for the Channel & a man possible
of an error in the Chron. which I have no idea of.
Case here, shuntail sail to New Providence & carry on
I always also unless certain of my situation

This page is as dark & black as the weather
at 3 P.M., Sheppell a small sea over Plateau d
Quarta & started my Cabin window up & put Ink
bottle & took some water in my Room as this page will
show but it is not probable this will be laid up
in the Archives of Waverley I let the page go
with the times - (Simpson Sailing) Sailing Sailing Sailing

41 day, from the Bar

Wednesday Dec 13th 1848

Strong Gale from S.S.W. & dark gloomy weather under close
Rapid sails at 4 P.M. took in fore & Mizen top sail
at 10 P.M. wind hauled to W.S.W. & bent & cleared up
through the night strong breeze & clear. Morning wind
Again hauled to S.S.W. strong gale & 2 P.M. by the
Barometer Longitude being 9° 30' I bore two & sounded &
found No Bottom in 120 fathoms as I expected
although it has given me considerable anxiety I shall
sound again & then come to the conclusion that my
age is correct unless we get bottom which I hope
will not be the case at 9° 45' N. for the following
lights by Chronometer

10° 15' 46	23° 11' 42	10° 50
10° 16' 25	23° 11' 50 noon	10° 56
20° 32' 11	23° 11' 24 at 10 A.M.	21° 46
10° 16' 05	90° 00	10° 53
21° 51	113° 12 Polar dist	11° 02 all
10° 37' 56	11° 02	
9° 44' 48	50° 24	10° 19' 55
Long 13° 17 at 10 A.M.	113° 11	10° 03' 65
9° 50' 12	174° 37	8° 67' 308
9° 44' 48 mean	87° 18	9° 98' 740
10° 18' 10	14° 02	18° 89' 262
10° 18' 40	76° 16	9° 44' 631
20° 36' 50	23° 11	11° 00
10° 18' 25	90° 00	11° 02
21° 51	113° 11 Polar dist	11° 01
10° 40' 16		11° 10
9° 46' 24	11° 10	
Long 13° 28	50° 24	10° 19' 55
9° 51' 48	113° 11	10° 03' 65
9° 46' 124	174° 45	8° 66' 223
	87° 22	9° 98' 728
	14° 10	18° 88' 165
	76° 12	9° 44' 082

The day end with strong gale hauling to S.S.W. then
Reaped the topsails & furled the main sail & heaved
sharp on a wind to S.E. for an Independent Observation
through the Rain but I think nearly correct
as follows

Long Chron 13° 10	16° 24
Therm 55	73° 36
Bar 29 1/2	123° 12
Lat, N Ind 60	50° 24 Obsd

42 days from the Ben

Thursday Dec 14th 1848

Commenced with strong gale, from S.S.W., & dark threatening weather Glass falling to 29¹/₂ at 4 P.M., since sent heavy gale & judging my self in the Lat 50° 40' Long 12° 20' & by the other vessels figures much nearer the Land & the Ship driving to the S.W., thought most prudent at 6 P.M., to turn Ship to the westward which I did at 8 P.M., Gale increased to a tempest & clouds took in Clouds & Rain for & Mizen top Sail & then too under Main top Sail. From 8 P.M. to 2 A.M., it blew with unexampled violence from South Ship heading W.S.W. & W.N.W. at 2 A.M. without warning in an instant from a tempest at South it fell Calm & the Wind Hauled directly to W.S.W., we Ship to the Southward & set the Reefed fore Sail Head to the S.S.E., at 4 A.M., Wind went to the Clouds for & Mizen top Sail at 8 A.M. strong Wind, from W.S.W., kept off S.E.W., God be with the poor fellows that were on the Coast of Ireland near the Land last night & to me I was well thankful that we had plenty of room the Wind has now got to the West & hope to have more favorable weather - at 9⁴⁵ A.M. came out clear for the following good lights

10 ¹¹ 11 ⁴⁰	23 ¹⁵ 17 ¹⁶	10 ¹¹ 49	10 ¹¹ 19572	10 ¹¹ 38
10 ¹¹ 12 ⁴ 25	23 ¹⁵ 15 ³³	50 ¹¹ 25	10 ¹¹ 03678	10 ¹¹ 40
20 ¹¹ 24 ⁴⁰⁵	23 ¹⁵ 15	113 ¹¹ 15	8 ¹¹ 68507	21 ¹¹ 18
10 ¹¹ 12 ⁰²	90 ¹¹ 00	174 ¹¹ 28	9 ¹¹ 98771	10 ¹¹ 39
27 ¹¹ 54	113 ¹¹ 15 Mean	27 ¹¹ 12	18 ¹¹ 90388	On 10 ¹¹ 48 all -
Mean 10 ¹¹ 33 ⁴⁵⁶		76 ¹¹ 22	9 ¹¹ 45199	9 ¹¹ 48 ¹¹ 28
app 9 ¹¹ 43 ³³				4 ¹¹ 55
5.0 ¹¹ 23				9 ¹¹ 43 ¹¹ 33

Light again

10 ¹¹ 13 ⁴⁰	90 ¹¹ 00	10 ¹¹ 55	10 ¹¹ 19572
10 ¹¹ 14 ⁴⁵	23 ¹¹ 15	38 ¹¹ 25	10 ¹¹ 03678
20 ¹¹ 27 ⁴⁵	113 ¹¹ 15 Mean	113 ¹¹ 15	8 ¹¹ 67575
10 ¹¹ 13 ⁵²		174 ¹¹ 35	9 ¹¹ 98759
21 ¹¹ 54		27 ¹¹ 12	18 ¹¹ 89584
Mean 10 ¹¹ 35 ⁴⁴⁶		76 ¹¹ 22	9 ¹¹ 44792
app 9 ¹¹ 44 ⁴⁴⁵			
51 ¹¹ 01			

Long 12¹¹ 45

Diff 12 Miles from other light

9¹¹ 49¹¹ 40

2¹¹ 44¹¹ 45

The day end fresh gale from West & clear weather got a good observation the first that I can depend on for a week & truly to day I can add the beautiful exclamation of the Waters Greatful to the my God for all the shiping of the day" & Lattitude as follows

Bar 29¹/₂ 29¹/₂ 29¹/₂ Therm 53

Lat Obsd - 50¹¹ 23
Long Obsd - 12¹¹ 28

Friday Dec 15th 1848

Commenced with fresh West wind & pleasant steering
 S. by E, 8 miles per hour at 2 P.M., kept off S. by E,
 at 4 P.M., made sail to high reefed top sail's wind
 light at West & W. S. by E, at 10 P.M., wind hauled
 suddenly to South & breezed up fresh with Rain
 at midnight strong wind & at 1 A.M., commenced shifting
 sail first to fore reef at 2:30 A.M., wind S. by E, bore
 ship to the S. by E, at 3 A.M., per hour two knots a close
 reefed main top sail blowing furiously from South
 from 3 to 7 A.M., ship laying heading from S. by E to West
 & blowing a perfect tempest at 8 A.M., wind hauled
 to West bore ship to the S. by E, & 8:30 A.M., wind W. by N,
 blowing a perfect tempest I have seldom seen it blow
 harder for an hour I did not know but the masts
 would blow out the at 10 A.M., then moderated
 at noon the sun came out & it moderated down
 to a strong Gale from W. by N, observed in Lat 51° 00'
 which is I think nearly correct the all was good,
 but I think little after midnight if so we are hardly
 as far North this 24 hours has been from midnight
 till 10 A.M., beyond my pen to describe & I felt
 thankful that I was so near the land the last
 two days, I hope know we shall have some better
 weather tomorrow but found no bottom but we made
 a great drift but think we are hardly on the
 Bank yet Latitude as follows

15° 42'
 74° 18'
 23° 18'

Bar 29/29 28/28 28/28 29/29 from LAT 51° 00' 00"
 Therm 53/ 10° 38'

Saturday Dec 16th 1848

Tide. We have two a Gale from N.W. & the Entrance of the Irish Channel at 2 P.M. the Gale moderated & cleared up nicely. Very tedious certain of my Latitude & Bore up to the S.E. under close Reefed Main top Sail & Reefed fore sail at 4 P.M. Sounded & found 80 fathoms fine sand which agrees with my situation at 6 P.M. Steered S.E. by E. to make a good East Course Judging my self well to the Southward of the Cape at 8 P.M. made necessary sail to run easy. Midnight Light wind & Hazy. Sounding at 2 P.M. in 60 fathoms at 2 P.M. hauled in East at 4 P.M. S.W. & under N.W. at 8 P.M. it fell perfectly Calm & continues to till noon got a good Latitude at noon as follows

Bar 29.5

Therm 35.2

15.48
74.12
23.21
50.51

Lat Old

Long 74.48

Sunday Dec 17th 1848

Commenced Calm at 2 P.M. was boarded by British Bayonet & conveyed 37 days from Quebec that of Bread supplied her with two Mts for which he paid me \$6.50. at 6 P.M. Sprang up a Pleasant breeze from West Steering S.W. by East through the night for the Furber 4 A.M. Lat 51.20 Long 74.15 hauled up S.W. by E. Morning fresh winds from S.W. & pleasant Steering S.W. for the Furber at Meridian the Furber Rock bore N.N.E. for compass 5 miles which agrees with my Log exactly shaped my course S.E. by E. for Holy Head Several ships in company round up Channel

Bar 29.5

Therm 50

Lat 52.00

Long 74.48

~~458.24~~ the light was very good

~~44.44~~

2. 16. 00

90. 00

10. 34

2. 17. 10

23. 21

10. 27

4. 33. 10

10. 39

21. 01

2. 16. 35

50. 53

10. 30

22. 11

113. 21

10. 39

2. 38. 36

174. 53

2. 07. 20

2. 03. 24

87. 26

3. 56

Diff 35.12

Long at 4 P.M. 74.48

9. 48



Monday Dec 18th 1848

Strong S.W. wind at 10 A.M. took her Boat 6 Mils. at 11 P.M.
Packed Holy Head & have two under that sail ~~and~~ for
a pilot under point China & day light took pilot &
the wind came down from S.E. & my expectations of being
in Liverpool to day has vanished with a head day.
Beating & we getting very little to windward will
directly down the Bay some 20 Mils. or more home
in. But the pilot told me General Taylor was our
President & it all went took away the gloom of day,
Beating & an other 16 Hour long night at sea certainly
to me it was good news & I hope at least tomorrow
to hear from all at home at 9 P.M.
the wind hauled round to W.N.W. & in a Squall
at Midnight Passed the Light Boat & at 2 A.M.
came to Anchor abreast of Prince's Dock.
& thus end the passage

Thursday 21st 1848

Detained in the River for clock Room till to day
& got into Prince's dock

Friday Dec 22nd

Commenced discharging this fore noon

Monday Jan 1st 1849

Finished discharging & was in hopes to of sailing
on Saturday to of not commenced the New Year
with any part of so from a fight on Board
But I will not commence the year with Grumbling
with a happy New Year to Abroad only at Home
looking forward to future Happiness I commence 1849

Tuesday Jan 2nd 1849

Hauled on to the Dredge to Repair our Scaff
& again into dock & commenced taking in Ball
on Wednesday 3rd Jan for Mobile a Mulberry
at 4 P.M. Sailed all on Board
all ready for sea & a fair wind. But the running
at dark the Pilot Required to move the Ship
out of dock. Made sail for the night & kept coming a
night's run with a fine east wind at this season of the Year

Thursday Jan 4th 1849

Friday January 5th 1849

Kindly the good ship South Carolina a the
Yves docked at a thick snow storm
with an East wind at day light 7 a.m.
Hauled through the dock gates took a steam
towed to sea in a thick snow storm
at 9:20 A.M. The Ball Boy discharges the
Pistol & Steam Boat & Main all sail with
a fine breeze from East but thick as possible
with snow at noon I judge my self
8 miles North of the Great Orms Head
fresh wind from East & thick as possible
Commencing our sail & find that to the protection
of a kind Providence I hope again for a
prosperous voyage & end this day with five
Hours at noon & commence the time of Journal

Saturday Jan 6th 1849

Fine East wind but thick at 6 P.M. Cleared up
& see the Skerries Bearing W.S.W. 4 miles at 7:30
P.M. Holy Head S.S.W. two miles
through the night fresh East wind & Hazy
weather at 5 A.M. made further sight
Bearing W.B. 8, 16 miles distance wind
inching to S.S.E. Hauled up sheet on a
wind at 10 P.M. Saint David's Head
Bore S.E. 13 & 13 by compass 18 miles steering
S.W. 6 & 7 miles per hour at noon the
wind baffled & fell calm before we had
a famous 24 hours Run from Liverpool
Bar 29 1/2 Therm 40 Lat 51° 47' Long 6° 00'

Sunday Jan 7th 1849

Commences with baffling air from South to S.S.W. & calm
at 6 P.M. light wind from S.W. at midnight tacking
Ship to S.S.W. wind kept Waterford Hook Light
Bearing N.E. 8, 8 miles distance. End moderate
wind from West & Hazy weather at noon
tacking Ship to N.W. wind to S.W. Sea smooth
Bar 29 1/2 Therm 42 Lat 50° 47' Long 5° 30'

Three days from Liverpool
for Drury

Monday January 8th 1849

Commenced with Moderate Breeze from W.S.W., thick
reading N.W., 5 miles per hour at 5 P.M. High Breeze
from S.W. at 6 P.M. wind S.W. heading W.N.W. strong
Breeze freshened to full and fair at 8 P.M. wind S.S.W.
D.C. Breeze at 9 P.M. from S.W. heading W.N.W.
& was 687 miles per hour & making a good broad down
channel at 11:30 P.M. Midnight wind hauled to
W.N.W. then ship to S.W. at midnight wind N.W.
strong under D.C. Breeze to fair & fresh
heading to S.W. 8 miles per hour at 4 A.M. too tough
Breeze Breeze main sail freshened to fresh
at 6 A.M. then Moderate Breeze fair to high
Breeze fair & top full and fair from S.W.
the day end with fair wind from W.N.W. heading
N.W. & wind me well clear of the Channel at
his tempestuous person of the year thank God

174.56
72.010
72.013
49.57

Lat. 49° 57' N
Long. 13° 32' W

Bar 29.5 - 29.7 Therm 51

Tuesday Jan 9th 1849

Commenced with Moderate West wind & thick weather
at 4 P.M. wind W.S.W. tacked ship to Northward
at 8 P.M. wind W.N.W. tacked to S.W. through the night
Moderate W.N.W. wind. Morning wind west tacked at
8 A.M. to N.W. at 11 A.M. tacked to S.W. end
strong wind from W.N.W. & thick weather heading S.W. 8.
6 miles per hour from to day commenced sailing
Altho' we are on the Atlantic. May God & fair wind
to with us watch over & protect in the passage of the water

Lat. 49° 12' N
Long. 13° 45' W

Bar 29.5 - Therm 52

5 days from Liverpool

Wednesday Jan 10th 1849

W N W, wind & thick fog weather heading S W,
Midnight West wind morning S E, W wind headed
N W, fresh S E Breeze at 9 A.M. and on Reef
Maine top sail. End strong N W wind & heavy
falling Equales

$$\begin{array}{r} 21^{\circ} 12 \\ 68^{\circ} 18 \\ \hline 21^{\circ} 50 \\ 46^{\circ} 52 \end{array}$$

Lat 46° 52
Long 8° 40

Bar 29 1/2 Therm 52

Thursday Jan 11th 1849

We have this 24 hours made the most of a strong gale
from N.W., & have run by Observation & Chrono 203
Miles to S.W. at 6 P.M. S E Breeze though the night
under S E Breeze top sails Jib & mainsail morning
and on Reef & set top Galeaul sails ^{fine & all} & passed then ship
under Elm Rops steering same way - End moderate fresh
winds & clear under all sail

$$\begin{array}{r} 23^{\circ} 45 \\ 66^{\circ} 15 \\ \hline 21^{\circ} 46 \\ 44^{\circ} 29 \end{array}$$

Lat 44° 29
Long 12° 10

Bar 29 1/8 Therm 50

Friday Jan 12th 1849

Fresh NW wind & pleasant under all sail heading
to S.W. & S.W. W. Midnight wind W N W, morning light
wind from West & pleasant passage in Day & Breeze
standing same way. End light winds from West -

Lat 42° 16

Bar 30 1/2 30 1/4

Therm 53

Long 13° 14

Saturday Jan 13th

Baffling head wind from West to W.S.W. & fine weather
sent up Maine Royal Jack & let the sail Ripped
out flying Jib down & set the sail, morning light
winds & Whipping from W.S.W. to West we have made
to S.W. & S.W. & course this 24 hours but I consider it
our best tack at this season of the year to gain
the Trade as soon as possible & pass down either
by St. Cape Francois or Monserrat

Eleven Sail of Ships & Barges in Company all standing
to the furtherance in Company & one Ship to windward

Lat 40° 43

Bar 30 1/4

Therm 53

Long 12° 36

Abstract of Journal from Liverpool towards Mobile
Departure taken from Chart & Chron. & five days out Wednesday
Jan^y 10th 1849 Lat for N^o 46° 52' Long W^o Chron. & of 8° 40'

[illegible]

9 days from Liverpool
for Mobile

Sunday Jan 14th 1849

Throughout the 24 hours light Baffling Air from
West to W. S. W. & fine pleasant weather twelve
Sail of Ships Barges & Brigs in company all steering
same way a French Barge called the Belle
within Leil an English Barge to windward
One American Ship an one Master & One
Asteam all steering same way - & without waiting
more sails away before than the South Carolina
End Light Air springing up from West

Bar 30 $\frac{1}{4}$

Therm 55

Lat 39 $^{\circ}$ 32

Long 76 12 $^{\circ}$ 36

Long Chron 12 $^{\circ}$ 00 4 $^{\circ}$ 1 $^{\circ}$

Monday Jan 15th 1849

Was vis throughout the 24 hours nearly flat Calm
with an occasional puff from W. N. W. & N. W. we
have only made 37 miles this 24 hours to the S. S. W.
One Fleet of Vessels this morning at day light
increased to twenty besides our ships three ships
the Bark Barges Brigs & Schooners all standing the same
way to the S. W. the day ^{end} perfectly Calm with 20 Sail
in company 135 miles from the Rock of Lisbon at noon

Bar 30 $\frac{1}{4}$

Therm 55

Lat 38 $^{\circ}$ 55

Long Chron 12 $^{\circ}$ 21

Tuesday January 16th 1849

Light Baffling Air from the N. E. & Calm at times slipping
along about 14 miles per hour at Sunsett our fleet
has increased to thirty three vessels from off deck
& by the Mates eye from aloft 45 can be counted from
top Leil yard all Brigs Barges & Ships except two Schooners
& all bound to the South & West which is something truly
Remarkable for the Latitude & Longitude to see such a fleet
we are about 130 or 135 miles West of Lisbon at Sunsett
at 8 P. M. light air from W. S. W. tacking ship to the N. W. at
Midnight tacking to S. S. W. 4 A. M. light air from W. S. W. tacking
Westward at day light 5 ships in company bound Westward
& several Brigs & Barges. End all day the 24 hours has been
too thick making every thing to look off

Bar 30 $\frac{1}{4}$

Therm 55

Lat 38 $^{\circ}$ 43

Long Chron 12 $^{\circ}$ 30

12 days from Liverpool

Wednesday January 17th 1849

Commences with light air from S.W. heading W.N.W. 2 1/2 to 3 miles per hour. at Midnight wind shifted to West at 2 A.M. tacked ship to the S.W. Morning & the day end with shifting winds & calm from West to West. an English Schooner near us standing same way & Kerguelen & three ships in company also. There is no other ship almost lost or we have not made any thing to speak of. at noon speak the Schooner proved to be 14 days from Liverpool for Vera Cruz

Bar 30 3/4

Therm 59

Lat 38° 26'

Long 13° 12'

Thursday Jan 18th 1849

18 hours out the 24 Calm end a gentle breeze & weather too from E.S.E. several vessels in company steering same way

Lat 38° 00' Nord

Bar 30 3/4

Therm 60

Long 13° 40' West

Friday Jan 19th 1849

Light winds hauling to the West at Midnight wind West tacked to S.S.W. Morning light & pleasant from W.N.W. end light head winds hauling to the West

Lat 36° 37' N

Bar 30 1/4

Therm 60

Long 14° 40'

Saturday January 20th 1849

Light winds from West & pleasant at 3 P.M. wind hauled to the N.W. in Squalls at 6 P.M. North & E. & S. with all steering S.W. end light weather N.E. winds pleasant a ship ahead steering same way

Lat 34° 54'

Bar 30 3/4

Therm 63

Long 16° 35'

Sunday January 21st 1849

Pleasant breeze from E.N.E. & fine weather throughout steering W.N.W. & N.W. 7 miles per hour at noon I judge the Island of Madera East about 100 miles distance & hope this favourable breeze will continue & we shall run flying for the Islands - the ship in company yesterday hauled this morning to the S.S.W. bound probably to the East Indies a very astern steering after us

Bar 30 3/4

Therm 65

Lat 33° 08'

Long 19° 15'

17 days from Singapore

Monday January 22nd 1849

Pleasant Breeze from the S.W. & East & fine weather
& have run by Obervatoria & thence 216 Miles this 24
Hours I hope now we have fairly taken the N.E. trades
People employed in getting up Long fire & Major top sailed
End pleasant & fine all within sail to fetch the today Breeze
Lat 30° 36' Nord.

Bar 30 $\frac{1}{5}$ Therm 65 Long 22° 00' Chrono
Tuesday Jan 23rd 1849

Pleasant trades & fine weather distance this 24 hours 215 Miles
End the same Lat Obsd 28° 05' —
Bar 30 $\frac{1}{4}$ Therm 66 Long Chrono 24° 50' —

Wednesday Jan 24th 1849

Pleasant Breeze but not so fresh as yesterday at 2 P.M.
Exchange signals & passed Ship Monterey Capt McManis
21 days from Singapore. Morning light winds & Pleasant
at noon the ship ten miles on our lee Quarter
196 Miles by log this 24 hours — Lat Obsd 25° 47'
Bar 30 $\frac{1}{2}$ Therm 67 Long Chrono 26° 30'

Thursday Jan 25th 1849

Pleasant trades & fine weather at day light the Ship Monterey
Capt McManis 4 or 5 Miles astern at 10 A.M. Ruffed to &
let him come up to exchange longitudes & at 10° 30' after
spoke him End light trades & Pleasant Lat 24° 25' Obsd
Bar 30 $\frac{1}{4}$ Therm 68 Long 30° 00' Chrono

Friday Jan 26th 1849

Light Pleasant trades & fine weather throughout. the Ship Monterey
haunted man to the westward to go by the Hole in the wall
& we now parted company I shall try either by Old
Cape Francois or Monserate Lat 22° 40' Obsd
Bar 30 $\frac{1}{4}$ Therm 69 Long 32° 20' Chrono

Saturday January 27th 1849

We have Run this 24 hours with a fine trade & some squalls
with Rain 200 Miles to the S.W. & S. & as the Breeze is so fine
hauler to wait this morning at 6 A.M. & if the good Breeze
continues now think I will pass down by Old Cape Francois
but I am Yeal too far to the Eastward to make up my mind
& shall as I find since the wind go accordingly
Bar 30 $\frac{1}{4}$ Therm 69 $\frac{1}{2}$

Lat Obsd 21° 10'
Long 35° 50'

28 days from Liverpool
for Mobile

Friday February 2nd 1849

Fine N.E. trades & fine weather under all possible sail
making the most of our way for Antigua & Montserrat
at 8 A.M. the following Longitude by Chronometer -

11 ^h 37 ^m 12	16 ^h 44 ^m 57	25 ^m 00
11 ^h 37 ^m 44	2 ^m 30	25 ^m 05
23 ^h 14 ^m 58	16 ^h 42 ^m 27	50 ^m 05
11 ^h 37 ^m 28	2 ^m 49	25 ^m 02
23 ^h 28	16 ^h 45	25 ^m 11
12 ^h 00 ^m 56 Mean	106 ^h 45 Polar dist	Cor alt
8 ^h 29 ^m 24	25 ^m 11	
3 ^h 31 ^m 32 Diff	17 ^m 00	10. 01940
Long at 8 ^h 30 ^m 24 52.53	106 ^h 45	10. 01883
Distance Run to noon 24	148 ^h 56	9. 42781
8 ^h 15 ^m 20	53 ^m 17	74 ^m 28
14 ^m 04	Long at noon	25 ^m 11
8 ^h 29 ^m 24	49 ^m 17	19 ^h 34568
		9. 67284

End up wind & pleasant Distance Run
By Observation this 24 Hours S 80 W 212 Miles

Lat Obs 17^h 00

Bar 30^h Therm 74

Long Chron 53^m 17

Saturday Feb 3rd 1849

Pleasant trades throughout & fine weather Distance run
by this 24 Hours 200 Miles

Bar 30^h Therm 75

Lat 17^h 04 Obs

Long 56^h 30 Chron

Light taken Saturday Afternoon at 4 P.M.

7 ^h 48 ^m 15	16 ^h 27 ^m 22	20 ^m 00
7 ^h 48 ^m 59	2 ^m 40	19 ^m 56
15 ^h 37 ^m 05	16 ^h 24 ^m 62	39 ^m 56
7 ^h 48 ^m 32	2 ^m 42 nearly	19 ^m 58
23 ^h 30	16 ^h 22	20 ^m 07
8 ^h 12 ^m 02	90 ^m 00	
4 ^h 23 ^m 26	106 ^h 22	
3 ^h 48 ^m 36 Diff in time		

Long Chron 57^m 09
at 4 P.M.

4^h 09^m 16
14^m 10
4^h 23^m 26 Mean

20 ^m 07	10. 01940
17 ^m 00	10. 01796
106 ^h 22	9. 49615
143 ^h 29	9. 89425
71 ^h 44	19 ^h 42776
20 ^m 07	9. 71388
57 ^m 37	

30 days out

Sunday Feb 4th 1849

Fresh trade & Pleasant Running Min
Miles per hour throughout Lat Obs 17° 00'

Bar 30,

Therm 75

Long Chum 60° 12'

since my Longitude ^{60° 35' at 4 P.M.} has come as possible ^{as usual} at San Pedro

See the Island of Gaudaloupe bearing S.W. distance 30 miles

Monday Feb 5th 1849

Fine trade & fine equally Running Min Miles per hour for
the Passage between Antigua & Gaudaloupe & Antigua
at dark took in all eight sails at 10 P.M. made
the Island of Antigua bearing N.W. 12 or 15 miles —
at Midnight the West End of the Island of Antigua
North 12 miles at 2 A.M. made Monroate bearing S.W.
14 miles at 4 A.M. the Middle of Monroate North
4 miles & at noon this day I judge my self
75 Miles West of the Island of Monroate
and the usual fine breeze & fine weather —

Lat Obs 16° 49'

Bar 30,

Therm 78

Long by Chart 63° 35' noon

Tuesday Feb 6th 1849

Continues Pleasant breeze & fine weather
at day light see the Island of Porto Rico bearing
North 35 or 40 miles at noon the West End of
the Island of Porto Rico Bar N.N.W. distance
40 miles

Bar 30,

Therm 79

Lat Obs 17° 18'
Long by Chron & Lane 67° 00'

Wednesday Feb 7th 1849

Pleasant breeze throughout & fine weather ^{2 miles} East & E.N.
Running five & six & seven miles per hour well
for Altitude Rock which I judge at noon the
Bar bears from us W by N distance 130 miles

Lat Obs 17° 17'

Bar 30 1/2

Therm 80

Long by Chart & Chron 69° 30'

Mean Water. & Mean Water.

33 days from Liverpool

Thursday Feb 8th 1848

Commenced with Pleasant Breeze & fine weather
steering W. by N seven & eight miles per hour for
Altavella Rock at 5 A.M. made the Rock
bearing W. by N, 14 miles distance at 7 A.M. the
Rock bore North two or three miles distance
at 7^h 30 A.M. the Rock of Altavella bearing N. E.
four miles distance took the following sights by
Chronometer by

12 ^h 02 ^m 20	14 ^h 55 ^m 18	14 ^h 43
12 ^h 02 ^m 52	<u>3^m 33</u>	14 ^h 51
24 ^h 05 ^m 12	<u>14^h 57^m 48</u>	<u>29^m 34</u>
12 ^h 02 ^m 36	<u>3^m 20</u>	14 ^h 47
23 ^h 40	14 ^h 55	14 ^h 47
12 ^h 26 ^m 16	<u>40^m 00</u>	14 ^h 56
7 ^h 39 ^m 38	104 ^h 55 Polar	14 ^h 56 calc
4 ^h 46 ^m 38	Diff in time	14 ^h 56
Long by Chrono 71 ^h 38 ^m 1/2	17 ^m 25	10.02038
Long by Chrono & Land 71 ^h 36	104 ^h 55	10.01489
Difference only - m. 2 1/2	137 ^m 16	9.56150
7 ^h 25 ^m 08	68 ^m 38	9.90630
14 ^h 30	14 ^h 56	19.50307
7 ^h 39 ^m 38	53 ^m 42	9.75153
Apparent time		

Again Same time & Place

12 ^h 00 ^m 40	14 ^h 25	
12 ^h 01 ^m 20	14 ^h 55	14 ^h 31
24 ^h 02 ^m 00	<u>104^h 55</u>	<u>28^m 56</u>
12 ^h 01 ^m 00	Polar Distance	14 ^h 28
23 ^h 40		14 ^h 37
12 ^h 24 ^m 40		
7 ^h 38 ^m 14	14 ^h 37	10.02038
4 ^h 46 ^m 26	Diff in time	17 ^m 25
Long by Chrono 71 ^h 36 ^m 1/2	104 ^h 55	10.01489
Long by Rock 71 ^h 36	136 ^m 57	9.56472
7 ^h 23 ^m 44	Diff only 1/2	68 ^m 28
14 ^h 30	14 ^h 37	9.90713
7 ^h 38 ^m 14	53 ^m 51	19.50712
Apparent time		9.75356

End fine Breeze & fine weather steering W. by N for the
West end of the Island of Saint Domingo

Lat Obsd 17^h 26

Bar 30 1/2 Therm 78

Long by Chrono & Land 72^h 10

Friday Feb 4th 1849

Light wind & pleasant sailing down Saint Domingo
at noon the West End of Cape Moreau
Bore N.E. 12 miles distance.

Bar 30¹/₄ Therm 84 & warm dry by 1 18¹/₄ 74¹/₄ 35¹/₄
for the 9th February

Saturday Feb 10th 1849

Our fair weather breeze left us & it fell calm &
nearly so at dusk & we were becalmed all night
in sight of the Prince Island of Navassa at 2 a.m.,
the Island bearing S.E. by S, 3 or 4 miles distance & at
the same time a fine breeze sprang up from the
North & we were able to get to the N.W. by
for Cape Grey Island of Cuba passed a schooner &
Spanish brig steering same way Lat Obsd 18¹/₄ 55¹/₄
Bar 30¹/₄ Therm 80 Long 75¹/₄ 30

Sunday Feb 11th 1849

Light winds & pleasant running down the
Island of Cuba 6 & 7 miles per hour
at 7 a.m. Cape de Grey bore North 12 miles distance
and light wind & cloudy from S.E. steering W.N.W.
for the Isle of Pines 7 miles per hour

Bar 30¹/₄ Therm 80 Lat Obsd 19¹/₄ 50¹/₄
Long 78¹/₄ 20¹/₄ Sun Obsd

Monday Feb 12th

Unclouded light S.W. wind heading over
for the Island of Pines 4 miles per hour
Lat 20¹/₄ 53¹/₄ Obsd
Bar 30¹/₄ Therm 80 Long 80¹/₄ 12¹/₄ Known

Tuesday Feb 12th 1849

Light unclouded South West wind at 8 p.m. tacked
the S.E. at 10 p.m. wind went through the night
on wind at 5 a.m. wind hauled off the land
on from North fresh and fresh North wind & cloudy
steering W.N.W. for the Isle of Pines which I judge
at noon distance fifty miles W.N.W.

Bar 30¹/₄ 30¹/₄ Therm 73 Lat Obsd 21¹/₄ 09¹/₄
Long 81¹/₄ 40¹/₄

39 day, from Liverpool

Wednesday Feb 14th 1849

Strong Wind from North under all sail by the wind
at 3 1/2 P.M. for the Isle of Pines distance 18 miles -
at dark 6 P.M. the Middle of the Isle of Pines
Bore N. N. E. 6 or 8 miles distance. through the
night fresh wind from North & pleasant steering
N. N. E. for Cape Corrientes 8 miles from Home
at 4 A.M. Hauled up the lower at day light
for the same to the Eastward of Cape Corrientes
Made all sail by the wind - at 10 A.M. Cape
Corrientes North one mile distance - passed a Spanish
Schooner & then a single Sloop. Many men or Private
at Home Cape Antonio's New Rule, 6 or 8 miles distance
of the Wind North & N. W. exactly ahead

Bore 30/ Therm 80 Thursday 15th Feb 1849
Throughout this 24 Hours -

Peace & directly ahead making round Cape Saint
Antonio making short tacks. for a large Ship between
two or three miles North of the Cape apparently Spanish & not
long there as she was not striped & they were engaged in
firing Cans & sails. By appearance the best judged -
at 6 P.M. the Cape E. S. E. 3 or 4 miles back to the Westward
through the night light North wind & pleasant
at 2 A.M. tacking to the Eastward at 8 A.M.
tacked Westward - End fresh North wind & cloudy
had some current this 24 hours to the N. N. W. or N. W.

Bore 30/ Therm 74 Sat Wed 22 & 28
Long 85° 35' -
Friday Feb 16th

Light winds directly ahead from N. N. W. & North
throughout heading most of the 24 hours to the N. E.
Morning Calm or nearly so - End with a light
Breeze springing up from the South & West & Volcan
we have this 24 hours had about 30 miles current
Setting to the N. N. E.

Bore 30/ 29/ Therm 73 - Long 84° 54' Chron 23° 23' 00"

54° 26'
35° 34'
12° 11'
23° 23' let

42 days from Liverpool for Mobile Saturday 17th Feb 1849

Head wind from North N.W.
& N.N.E, most of the 24 hours
Sun Obscure
Bar 30¹/₂ Therm 72 Lat 25° 00
Long 84° 45
Sunday 18th Feb

Head winds & strong at that
directly over the Bay or from N.W. N.E.
at 4 P.M. Tacked to the N.E.
at noon hauled in 45 fathoms

Lat 26° 00 —
Bar 30¹/₂ Therm 66 Lat Long 84° 20 —
Monday 19th Feb 1849

As Yesterday & only cold &
gloomy

Lat 26° 21
Bar 30¹/₂ Therm 52 — Long 85° 10

~~Monday 19th~~

Tuesday February 20th 1849

More favourable at dawn the wind hauled to the
N.E. & we have lain on course most of the 24 hours
& at noon I judge my lat 130 miles from Mobile Bay

Lat 28° 29 Old
Bar 30¹/₂ Therm 61 — Long 86° 20 Church

Lights taken at 10 A.M.

3° 48' 25	10° 50' 24	43° 05	43° 16	10° 05 28
3° 49' 19	10° 45' 24	43° 10	28° 18	10° 00 74
7° 37' 35	1° 44	86° 15	100° 47	8° 825 3
3° 48' 47	10° 47	43° 07	172° 21	9° 8329 7
24° 14	90° 00	43° 16	86° 19	18° 221 2
16° 13' 03	190° 47		43° 16	9° 360 56
10° 27' 50			42° 54	
5° 45' 05	Long Church at 10 A.M. 86° 16			

Lights Again as before —

3° 42' 00	90° 00	42° 54	43° 05	10° 05 28
3° 47' 48	10° 47	42° 58	28° 18	10° 00 74
7° 34' 48		42° 56	100° 47	8° 856 46
3° 47' 21		43° 05	172° 10	9° 833 78
24° 14			86° 05	18° 231 26
16° 11' 35			43° 05	9° 365 63
10° 26' 36			43° 00	
5° 44' 59	Long Church 86° 15			

46 days from Liverpool Wednesday Feb 21st 1849
 Light Easterly Wind & Hazy at
 8 A.M. Made the Land to the Eastward of Pensacola
 at 10 A.M. Pensacola Light House North 5 Miles
 at 1 A.M. took Mobile Pilot at 5.20 P.M. Crossed the
 Bar - & at 6.30 P.M. Anchored safely in Mobile
 Bay & thus ends passage of 46 days & journey

1- 2731 2500

2500/58045090

12

91000

Col 3 East

81

Extra 2

Hogkum

12

Caroline Barker Owen

Hon. Eliza Ann Owen

Tuesday March 6th 1849

Received a full cargo of cotton from
J Bell Jr Co for Trieste at 15/16 ct
per lb

Wednesday March 7th 1849

Went down to the ship 446 Bales of cotton & 5 Bales
of Stereones

Wednesday March 28th 1849

Ship loaded & ready for sea with a cargo of
2902 Bales of cotton under deck weighing 1476800
104 " on deck at 1 lb per lb weighing 49172
3002 Bales freight & Primeage \$20.868 " 48¢ 1525972

Friday March 30th 1849

Left Mobile on Wood Steamship Union at midnight
for the ship with every thing all ready for sea
wind from the Eastward & torrents of Rain -

Saturday March 31st 1849

Arrived down to the ship at 6:30 this morning and
found every thing all ready for sea & a fine breeze from N.E.
& pilot on board immediately hoisted & at 7:30 A.M. weighed
our anchor & proceeded down the Bay at 11:30 A.M.
discharged our pilot out side of the Bar & made
all possible sail & again commencing our voyage
and good ship to the guidance & protection of
that providence that rules here & hence I hope
for a prosperous & safe voyage

Sunday April 1st 1849

Find me safely clear of Mobile Bar bound to
 Trieste in Austria loaded with a cargo of three thousand
 & two bales of cotton sew including my self in number
 twenty two & thanks to God all in good health
 at 2 P.M. the Bar N.W. Eight miles distance from
 which I take my departure & again commending
 our lives & good ship to the guidance of that
 Providence that watches over us as well as land I
 hope for a pleasant & prosperous voyage
 at 3 P.M. Calm at 6 P.M. light air from N.W. made
 all possible sail to the S.E. sailed in company with
 the Ship Gate Hunter Capt. Parsons for Rio de Janeiro Sarah
 Capt. McKinsie for Antwerp & Monterey Capt. McMannan
 for Harve & find to my satisfaction we sail about
 as well as any of them although we draw 17 1/2 foot
 more water than any of them drawing 17 1/2 leaving
 the Gate Hunter for Antwerp & the other two ships
 sailing about the same

Through the night
 light & pleasant. Morning & Sunday Morning too the
 light at sea always to me long & dreary & bound on so
 long a passage is to me this morning particularly so
 & I almost feel like an April fool Home Sick
 & Sick of the sea but away with such feelings
 & again commending our lives & loved ones at Home
 to a Merciful Providence I commence daily abstract
 & prayer with as good a heart as possible

Bar 307 Therm 70 Lat at Noon 28° 50
 Long 86° 50

Monday April 2nd 1849

Light N.W. & North winds making the most of our
 way out the Bay steering S.E. 1/2 E all 24 hours
 Morning wind N.E. & S.W. took in all steering
 sail & made cheap by the wind
 End light & pleasant

Bar 307 Therm 74 Lat 27° 18
 Long 85° 45

3 days from Mobile
for Trieste

Tuesday April 3rd 1849
Our Light furnished Map aft
us and at 4 P.M. hauled directly ahead to E.S.E. & S.E.
through the night heading north & S.S.W. making S.S.W
at 10 A.M. tacked to the N.E. & E. End. Moderate &
Pleasant fresh Breeze, flying jib & stay sails.

Lat 25° 45' N

Bar 30

Therm 78

Long 85° 00' W

Wednesday April 4th 1849

Wind directly ahead throughout the 24 hours from North
East to S.S.E. & pleasant, have been a northerly current
this 24 hours of 16 or 20 miles & by Chaps Story to the Westward

Lat 25° 50' N

Bar 30

Therm 79

Long 85° 00' W

if wind a 2nd north current to W.S.W. Long 85° 39' W

Thursday April 5th 1849

Light air & calm directly ahead a fine S.E. throughout
the 24 hours with a strong current setting to West & South
making now progress out the Bay

Lat 25° 45' N

Bar 30

Therm 79

Long 85° 15' W

Friday April 6th 1849

throughout the 24 hours fresh wind from East & E by S &
pleasant heading all the 24 hours S.B. & S.S.E. 4 miles per
hour and at noon fired my gun in Lat 24° 33' Long
85° 27' making 12 miles to the West when we have
ought to of made 25 or 30 miles to the Eastward as
we have made a good S.B. & S.E. course throughout
the 24 hours & we are 139 miles West of the Fort as the
wind blew East or dead ahead
a ship in company with 2 sail in all day Lat 24° 33' N

Bar 30

Therm 79

Long 85° 27' W

10" 19" 30
10" 20" 15
20" 39" 45
10" 19" 52
26" 26
10" 46" 18
5" 03" 49
5" 42" 129

15" 52 Light taken at 5 P.M.
25" 49
31" 41
15" 50
15" 59
Long at 5 P.M. 85° 37'

15" 59
24" 14
23" 19
123" 32
61" 46
15" 59
45" 47

10" 04" 00 6
10" 02" 29 6
9" 02" 49 2
9" 03" 53 4
19" 57" 32 8
9" 78" 61 4
5" 03" 24 5
2" 25 5
5" 03" 49 app

Saturday 7th April 1849

No alteration head winds from E.S.E. & East & a strong
Northerly current at 8 A.M. tacked to the N.E.
End of wind & pleasant

Lat 24° 05' N

Bar 30

Therm 79

Long 85° 00' W

8 days from Mobile
for Trieste

Sunday April 8th 1849

The wind directly ahead throughout the 24 from East & a current of at least three miles per hour against us to the Northward - at 4 P.M. Strong breeze, S.W. Roused for & off at 6 P.M. tacked to the S.S.E. through the night & the fore from strong winds from East & S.W. by N. & S.W. heading from S.E. to S.S.E. from 6 P.M. to Noon 4th miles per hour and at Noon I find my self only seven miles north of yesterday & I expecting to reach the Land of Cuba before Noon, but I think we shall now pass clear the Northern drift & take the current to the Eastward here we are eight days out & only thus far along but I will not begin to fret at the commencement of I fear this long Passage but again commending our Ship & good Ship to the Providence & protection of that Providence that "watches us as well as land" I hope for a better luck next week, & not forgetting about ones at Home this long & anxious day always to be at the a Ship in company & by appearance the Cote d'Azur which sailed from Mobile in company

Bar 30th Therm 78 Lat $23^{\circ}23'$ Long $84^{\circ}12'$ Chron 3
Monday April 9th

As yesterday but not so much wind & we have lost our Northern current this 24 hours & have had a slight set to the North & East ^{at midday tacking northward} & at day sight to the Island of Cuba bearing North 35 miles distance about the San Juanillo North of Manila & at noon proper of Southern wind tacking to the Southward

Bar 30th Therm 79 Lat $23^{\circ}38'$ Long Chron $83^{\circ}20'$

Tuesday 10th April 1849

No alteration wind as directly ahead as it can blow from S.W. by N. & S.W. at 10 P.M. tacking to the Northward the Island of Cuba distance 6 or 8 miles or Wichia Honda North morning & a. m. tacking again to the Southward

and the same the 10th Land of Manila Cuba at Noon S.S.E. 20 or 25 miles distance

Bar 30th Therm 79 Lat $23^{\circ}28'$ Long $82^{\circ}42'$ Chron 3

11 day, from Mobile
for Trieste

Wednesday April 11th 1849

First head wind & fine weather
at 3 P.M. Made the Moro Castle & Harbour of Havana
at 5 P.M. Tacked ship to the Northward the
Moro Castle & Harbour of Havana bearing E.S.E.
three or four miles distance & the following are the
lights taken by Chron. at 4^h 40 P.M. The Moro Castle
E. by S, 2 or 3 miles distance

9 ^h 51 ^m 42	8 ^h 00 ^m 40	19 ^h 35
9 ^h 52 ^m 17	5 ^h 10	19 ^h 29
19 ^h 43 ^m 59	4 ^h 24	39 ^h 04
9 ^h 51 ^m 59	8 ^h 10 ^m 10	19 ^h 32
9 ^h 51 ^m 36	81 ^h 50	19 ^h 41
10 ^h 18 ^m 35	19 ^h 41	4 ^h 48 ^m 07
4 ^h 49 ^m 25	124 ^h 39	4 ^h 49 ^m 25 app
5 ^h 29 ^m 10 Diff	62 ^h 19	
	42 ^h 38	
	10 ^h 03 640	
	23 ^h 08	
	81 ^h 50	
	124 ^h 39	
	62 ^h 19	
	42 ^h 38	
	10 ^h 03 640	
	23 ^h 08	
	81 ^h 50	
	124 ^h 39	
	62 ^h 19	
	42 ^h 38	

9 ^h 54 ^m 28	19 ^h 02	10 ^h 03 640	18 ^h 58
9 ^h 55 ^m 00	23 ^h 08	10 ^h 00 443	18 ^h 49
19 ^h 49 ^m 28	81 ^h 50	9 ^h 67 161	37 ^h 47
9 ^h 54 ^m 44	124 ^h 00	9 ^h 83 351	18 ^h 53
9 ^h 54 ^m 36	62 ^h 00	19 ^h 54 895	19 ^h 02
10 ^h 21 ^m 20	19 ^h 02	9 ^h 77 297	
4 ^h 52 ^m 10	42 ^h 58	4 ^h 50 52	
5 ^h 29 ^m 10		1 ^h 18	
		4 ^h 52 ^m 10	apparent time
			Long 82 ^h 18 by Chron. Long by Chart 82 ^h 22
			in the two lights above - Difference of longitude four miles

Again same time & place

9 ^h 53 ^m 00	19 ^h 22	10 ^h 03 640	19 ^h 19
9 ^h 53 ^m 40	23 ^h 08	10 ^h 00 443	19 ^h 08
19 ^h 46 ^m 40	81 ^h 50	9 ^h 66 922	38 ^h 27
9 ^h 53 ^m 20	124 ^h 20	9 ^h 83 215	19 ^h 13
9 ^h 53 ^m 36	62 ^h 10	19 ^h 54 220	19 ^h 22
10 ^h 19 ^m 54	19 ^h 22	9 ^h 77 110	
4 ^h 50 ^m 46	42 ^h 48	4 ^h 49 ^m 28	
5 ^h 29 ^m 10		1 ^h 18	
		4 ^h 50 ^m 46	app

Diff of time Long by Chron 82^h 18 - and by
Chron as near correct as possible by the three lights above
& all agreeing to a mile Long by Chart of Moro 82^h 22 &
we were two or 3 miles West of the Moro which would make
our longitude 22^h 24 but as only a difference of four miles
I call it as near correct as possible through the light
light wind & pleasant Heading N.N.E. 4 miles in three

End light vessel directly ahead as usual & fine weather
a Ship Bayne & Son in company. some Northward Current
this 24 Hours at 9 A.M. tacked to S.E. now tacked
Again to the Northward

Bar 30^h, Therm 79^h Long 81^h 50^m app

12 days from Mobile

Thursday April 12th 1849

For Therte No alteration since ahead
ahead tackling ship as necessary meeting down the
Gulf. Several vessels in company
some current this 24 hours in one form

Lat 24° 42' N

Bar 30.1

Therm 77

Long 80° 20' W

Friday April 13th 1849

Strong Head Wind but a fine current at 10 A.M. Packed to
Eastward Melian Key ^{Florida} 10 miles at 8 A.M. tacked north
& abt. Rapid fire & aft strong breeze from S.W. Midnight
down to Eastward at 4 A.M. tacked north & made all
sail. Wind moderate E & Wind & pleasant at noon
& Judge Cape Florida W by S 15 or 18 miles distant

Lat 25° 49'

Bar 30.1

Therm 78

Long 79° 40' W

Saturday April 14th 1849

No alteration light N.E. winds at 6 P.M. tacked
Ship to Eastward they sailed 40 miles north of Cape
Florida in night distant 12 or 14 miles through the
night light breeze from S.W. & sail of Palma tacked at
8 P.M. to the South. Morning 5 A.M. sprang up a
light & Melian Key from W.S.W. made all sail with
line & fire in forenoon. Noon in lat
An American ship of War standing to S.S.E. Lat 28° 15' N. Lat

Bar 30.1

Therm 78

Long 79° 30' W

Sunday April 15th 1849

Varia Winds all round the compass through the night heavy
thunder & sharp lightning in North failed light sails
Morning sprang up a fresh breeze from W.N.W. at 10 A.M. left
of N.E. & set all steering sails from to day commenced
Abstract account the Atlantic & although 15 days out
we may yet have a fresh run a coast & feat a
fine passage & again commencing our pilot, & good ship
his fidelity to day loved ones at home to the protecting care
of that Providence that watches & guards & saves I leave our
Coast to day bound on this long voyage with emotions
that can only be felt by the sailor. Up to the last of the day ^{has} ^{been} ^{into}
at much current this 24 hours

Bar 29.7

Therm 75

Long 79° 10' W

Abstract from Mobile towards Trieste in Austria or from the
Gulph of Florida towards the Straights of Gibraltar
departure taken from Chart & Chimo, Lat 29° 45' long 89° 00'
Sunday April 15th 1849 fifteen days, at May, Loce & San Luis ^{in the presence of the} ^{British} ^{to Cuba}

Day, date	Course	Dist	Lat	Departure	Lat	Alt	Lat	Alt	Lat	Alt	Wind
Monday April 16 th 1849	S 83 E	116	14	115	29° 31'	29° 31'	21° 12'	76° 48'	North		
Tuesday April 17 th	S 45 E	64	45	45	28° 46'	28° 46'	= 48'	76° 00'	N by E Calm		
Wednesday " 18 th	N 45 E	91	64	64	29° 50'	29° 50'	1° 14'	74° 46'	Calm & light		
Thursday " 19 th	N 55 E	94	52	75	30° 42'	30° 42'	1° 27'	73° 19'	South & North		
Friday " 20 th	N 75 E	72	18	69	31° 00'	31° 00'	1° 21'	71° 58'	Variable		
Saturday " 21 st	East	110	—	110	31° 01'	31° 01'	2° 10'	69° 48'	North		
Sunday " 22 nd	East	112	—	112	30° 56'	30° 56'	2° 12'	67° 36'	North		
Monday " 23 rd	Calm throughout the 24 hours				31° 00'	—	—	67° 30'	Calm		
Tuesday " 24 th	N 45 E	70	49	49	31° 49'	31° 49'	= 58'	66° 32'	S by E Calm		
Wednesday " 25 th	N 80 E	103	79	65	33° 08'	33° 08'	1° 18'	65° 14'	S by E		
Thursday " 26 th	N 22 E	57	52	21	34° 00'	34° 00'	= 26'	64° 48'	East		
Friday " 27 th	N 58 E	48	26	40	34° 26'	34° 26'	= 49'	63° 59'	Calm		
Saturday " 28 th	Calm throughout the 24 hours				34° 27'	34° 27'	by N & S	63° 10'	Calm		
Sunday " 29 th	N 63 E	96	43	85	35° 10'	35° 10'	1° 44'	61° 26'	S by E		
Monday " 30 th	N 80 E	144	24	141	35° 34'	35° 34'	2° 53'	58° 33'	South		
Tuesday " 1 st	N 80 E	72	12	70	35° 46'	35° 46'	1° 27'	57° 06'	South		
Wednesday " 2 nd	N 85 E	90	14	88	36° 00'	36° 00'	1° 49'	55° 17'	South		
Thursday " 3 rd	N 80 E	160	28	158	36° 28'	36° 28'	3° 17'	52° 00'	S. W.		
Friday " 4 th	S 83 E	130	15	129	36° 13'	36° 13'	2° 40'	49° 20'	S. W. & E.		
Saturday " 5 th	S 77 E	120	27	117	35° 46'	35° 46'	2° 26'	46° 54'	N. E.		
Sunday " 6 th	N 77 E	120	27	117	36° 12'	36° 12'	2° 26'	44° 28'	Variable		
Monday " 7 th	East	192	—	192	36° 07'	36° 07'	3° 58'	40° 30'	N. W.		
Tuesday " 8 th	N 80 E	153	25	150	36° 26'	36° 26'	3° 06'	37° 24'	South		
Wednesday " 9 th	East	100	—	100	36° 28'	36° 28'	2° 04'	35° 20'	South		
Thursday " 10 th	East	115	—	115	36° 33'	36° 33'	2° 20'	33° 00'	S. W.		
Friday " 11 th	East	170	—	170	36° 33'	36° 33'	3° 30'	29° 30'	S. W.		
Saturday " 12 th	East	100	—	100	36° 32'	36° 32'	2° 04'	27° 28'	S. W.		
Sunday " 13 th	at noon the Island of Saint Mary, 888, 30 miles distant				36° 49'	36° 49'	—	23° 30'	S. W.		
Monday " 14 th	at noon we are 80 miles, 888, of St. Mary				36° 49'	36° 49'	—	23° 30'	S. W.		
Tuesday " 15 th	East	170	—	170	36° 56'	36° 56'	3° 30'	20° 00'	S. W.		
Wednesday " 16 th	East	158	—	158	36° 53'	36° 53'	3° 16'	16° 44'	West		
Thursday " 17 th	East	148	—	148	36° 38'	36° 38'	3° 04'	13° 40'	N. W.		
Friday " 18 th	East	89	—	89	36° 36'	36° 36'	2° 10'	11° 30'	N. E.		
Saturday " 19 th	at noon Cape Saint Vincent but north 50 miles distant										
Sunday " 20 th	by J. Enes my abstract thirty four days from the journey of Florida & 49 from Mexico										

16 days out

Monday April 16th 1849

Commenced with West wind; & threatening appearance in the North at 5 P.M., took in all light sails at 7 P.M., the wind flew to North & for a short time I did not know but we should lose all our sails. Cleared down the sails & at 9 P.M. we are under Elm Sailed for Niagara Det. Rapid main top sail through the night strong winds & squally. Morning wind N.N.E. Made sail to single top. The day end with strong unrelieved N.N.E. winds & heavy falling clouds with a heavy head sea to retard our progress.

Bar 29.5 29.7

Therm 68 cool

Lat 29° 31' N

Long 76° 48'

Long 76° 20.5 P.M.

Tuesday April 17th 1849

Calm & perfectly so 16 hours out of the 24 with a strong southerly current which I have always found in this latitude & longitude. After leaving the Gulf & have not lately had winds that I could well avoid it. End Calm with nothing but the broad blue ocean & the deep blue sky looking with languor into each other's face.

Lat 28° 45' N

Long 76° 00'

Long 75° 40' Chron 5 P.M.

Wednesday April 18th 1849

Begins Calm at 8 P.M., light breeze from S.W. Morning fresh wind from N.W. by land, away flying jib down by land. Evening end unrelieved West wind & cleared

Bar 30

Therm 72

Lat 29° 50' N

Long Chron 5 P.M. 74° 00'

Long 74° 46'

Thursday April 19th 1849

Fresh winds from S.W. at dark a squall commenced rising in N.E. at 10 P.M. it looked down full & dark with one continued sheet of lightning from W.P. to N.E. close rapid fire & aft. at midnight a squall after the squall came over & we had hail stones the size of a bean with torrents of rain afterwards but much wind & the wind heaved to North. Made heavy hail - this morning had occasion to put a new a rather poor in Irons for insurance last night had promised him a shipping but shall try the effects of Irons & a severe depression for this first office. End pleasant all sail light air from N.W.

Bar 29.8

Therm 73

Lat 30° 42'

5 P.M. Long Chron 72° 55'

Long 73° 19'

20 days out from Mobile
for Trieste

Friday April 20th 1849

Throughout the 24 hours light baffling wind &
vanilla from West to North a small shooner in
light at noon standing to the Northward

Bar 30¹/₂ Therm 73¹/₂ Lat Old 31¹/₂ 00
Long Shooner 71¹/₂ 30

Saturday April 21st 1849

Light & Northerly wind & Pleasant with a southerly
current as we have steamed N.E. most of the 21st
hours & find very well the same but as fearfully

Bar 30¹/₂ Therm 66 cool Long 69¹/₂ 48¹/₂ Lat 31¹/₂ 01 Old

Sunday April 22nd 1849

Light North & N.E. wind & pleasant and nearly Calm we
have passed to day the Longitude of Home Port Home & it
will be months again before we are so near we are to
day twenty three days at sea & hereby commenced our
voyage in distance having almost the whole of the Atlantic
the whole of the Mediterranean & Adriatic seas to pass and
to day I exclaim Oh Patience thou part a future

Bar 30¹/₂ Therm 73 Lat Old 30¹/₂ 56 N
Long Shooner 67¹/₂ 56 S

Monday April 23rd 1849

Calm throughout the 24 hours

Bar 30¹/₂ Therm 70 Lat 31¹/₂ 00 Old
Long 67¹/₂ 30 Shooner

Tuesday April 24th 1849

Commenced Calm & continues till 6 P.M. when
there sprang up a light breeze from S.E.
continues & good light baffling breeze from S.E.
& smooth sea steering N.E. to go to the North
of Bermudas which I judge at noon to be
N 75 E a S 13 N 1/4 N 110 miles distance & twenty four days
from Mobile - Oh Patience &c!!! Lat Old 31¹/₂ 49 N
Long Shooner 66¹/₂ 40 W

25 days from Mobile
to Mexico —

Wednesday April 25th 1849

Light Baffling wind from S.E. & fine
weather throughout.

Lat 33° 08' N

Bar 30 $\frac{1}{2}$ Therm 71 Long 65° 40' W

Thursday April 26th

Continues as usual & winds the same
Calm till 6 P.M., then a light air
from East & S.E., and light air from
South. occasional squalls from S.W.
and nearly calm light air from S.S.W.

Lat 34° 00' N

Bar 30 $\frac{2}{3}$ Therm 72 — Long 65° 00' W

Friday April 27th 1849

Calm & nearly so till midnight then a light
W. wind from West & the same.

Lat 34° 26' N

Bar 30 $\frac{1}{3}$ Therm 69 — Long 63° 46' W

Saturday April 28th 1848

Calm throughout the 24 hours, or nearly so as we have
have only made by Observation & Chrono 29 miles to day
truly I am all most discouraged here we are 28 days
at sea the last time calm or nearly so and we
have only attained this latitude & longitude but I hope
for a better chance & get it to sail after in
50 days from the time we left — the weather is warm
and we are using our water fast & milk we have
a better chance & will soon have to come on shore unless
which I don't like to think off. in my about a whole long
life at sea thus far I think we have had the dullest
time I have ever had & when we get into the
Mediterranean when we must expect calms & light
air I hardly can to think of our long journey before
us but getting in a jolly for what we can't avoid
prospect of a Breeze from the North which may God send
to waft us up to the shore — Lat 34° 27' N
Bar 30 $\frac{1}{2}$ Therm 71 — Long 63° 10' W

29 days out

Sunday April 29th 1849

Light S.E. wind & pleasant throughout
Spoke two ships from Boston by last day out the bound
to Havana the other to Valencia. We have made a good
mark since this week but hope for better wind -
a ship in company steering same way -

Lat 35° 10' N

Bar 30 1/2

Therm 70

Long 81° 46' W

Monday April 30th 1849

Thirty hours the 24 hours we have had a pleasant fair
Breeze from South & have run about 6 miles per
Hour which is the first 24 hours ^{fair wind} since we left
there we have had throughout the day & are
thirty days at sea but I hope now the
Charm is back & we may just pass Gibraltar
in good time End pleasant wind S.E. 10,

Lat 35° 34' N

Bar 30 1/2

Therm 71

Long 83° 40' W

Tuesday May 1st 1849

This day & month commences, with light air
from South & end the same moving along two
& three miles per Hour. ^{Remarkably pleasant & clear}
Lat 35° 46' N

Bar 30 1/3

Therm 71

Long 86° 46' W

Wednesday May 2nd

Light South wind month sea & as pleasant a day
with as clear sky as I ever see at sea & truly
wink to day my dear wife & babies was with me to
pass away this long long passage.

Lat 36° 00' N

Bar 30 1/2

Therm 70

Long 84° 46' W

Thursday May 3rd 1849

Pleasant S.W. wind & fine weather
distance 160 miles this 24 hours which is the
first 24 hours run since we left

Bar 30 1/2

Therm 70

Lat 36° 28' N

Long 81° 20' W

May the 1st 1849

34 days from Mobile !!! ^{last 4 days} Friday May 4th 1849

On SW Wind Hauled to N.E. port at
midnight at 4 a.m. & kept on & at
end strong breeze & clear weather

Bar 29.7 Therm 62 cool Lat 36° 13' N Long 48° 40' W

Saturday May 5th 1849

Unclouded North East Wind & fine weather
under all sail by the wind a ship in company ahead
steering same way & a large buoy to the westward
end nearly calm

Bar 29.2 Therm 60 cool Lat 35° 48' N Long 46° 20' W

Sunday May 6th 1849

Light Air from North hauling round to S.W. Morning
fresh SW Winds with rain took in all light sails at 10 a.m.
Wind hauled North put three sails as necessary &
made necessary sail & thus end hauled May the 6th
I should like to take a peep at home to day. Oh that
I had the wings of a dove that I might fly away & be
at Port & end with the beautiful adoration from the
of the Baltimore

Bar 29.7 Therm 60 Lat 36° 12' N Long 43° 40' W

Monday May 7th 1849

We have had a fine breeze this 24 hours from the North
West & NW & have run eight miles per hour by log
or 192 miles which is the best & only good 24 hours we have
had since we left Mobile Bay. End pleasant breeze
from NW & fine weather & again say "How
breezes blow & wash us up to the shore"

Bar 29.7 Therm 60.8 cool Lat 36° 07' N Long 40° 30' W

Tuesday May 8th 1849

Moderate West Wind hauling to the S.W. at noon
& dark cloudy weather distance this 24 hours
150 miles. End with moderate south wind & cloudy
with a heavy swell from the NW, exchanged by night
with an am ship supposed the Isaac Algerton bound westward

Bar 29.7 Therm 61 Lat 36° 26' N Long 37° 24' W

39 Days out of Port Antonio - Wednesday May 9th 1849
 Lat 36° 28' } Southerly wind & Rain Wind Light
 Long 35° 20' } Air from West. a Bangor & Bang
 in company - See margin for Lat & Long

Thursday May 10th 1849
 Commences with light winds blowing to the
 N.W. S.W. & South through the night the same
 Morning clear & Rainy at 9 AM, strong wind &
 Squally in all light winds & S.W. Breeze
 fair & soft. End strong gale from South West
 & dark gloomy weather although at noon
 the sun came out for a few moments & I
 got a good observation

Bar 29 1/6 Therm 67 - Lat 36° 33'
 Long 33° 30' 9c

Friday May 11th 1849
 Strong S.W. wind & heavy rain squally of Rain
 Morning more moderate Made Run out
 Sail End Moderate Breeze & Rainy

Bar 29 1/6 Therm 63 - Lat 36° 33'
 Long 29° 50' 10c

Saturday May 12th
 Light westerly wind & pleasant weather
 End the sun at noon I judge the Heads
 of L. Gall & Pico to be North with about
 115 Miles distance

Bar 30 Therm 64 Lat 36° 32'
 Long 28° 17' (did)

Sights by Chrono at 5 P.M. Saturday afternoon

6" 26" 30	18" 10" 28	20" 54
6" 27" 20	1" 10	20" 44
12" 53" 50	3" 17	41" 38
6" 26" 55	18" 15	20" 49
28" 03	90" 00	20" 58
6" 54" 58 Mean	71" 45	
5" 04" 14	20" 58	
1" 50" 44 Diff in time	36" 35	
Long by Chrono at 5 P.M.	71" 45	
27" 41	129" 18	
	64" 39	
	20" 58	
	43" 41	
		10. 09529
		10. 02241
		9" 63751
		9" 8
		19" 5
		9" 71
		5" 08"
		3"

43 days from Mocha
for Trieste

Sunday May 13th 1849

Light W. & S.W. & fine weather, at sunset although
by Observation we are ^{one hundred & seventy miles} 120 miles distance I see the
Peak of Pico as plainly as though we were
within a few miles. through the night pleasant
breeze & fine steering E. & S. for the Island of
Saint Mary, at Noon for the Island off
deck plainly bearing E. & S. E. distance 30 or 35 miles
which makes my Longitude by Chronometer exact
& the distance of Pico peak last night correct
Again I will say Home Home sweet Home
& no more to say -

Bar 30 1/2 Therm 69 - Lat 36° 53'

Monday May 14th 1849

Light South West winds & fine weather sailing by the Island of
Saint Mary, at 5 P.M. the town of Saint Mary, north three
or four miles distance at 8 P.M. the East end of the
Island N. N. W. 6 or 8 miles distance. got good sights at
5 P.M. by my Chronometer & found the Longitude as correct
as possible through the night light S.W. wind & fine weather
& at Noon this day we are eighty miles E. & S. E. from
the Island

Bar 30 1/2 Therm 70

Lat 36° 49'

Long 23° 30'

Tuesday May 15th 1849

Pleasant S.W. winds smooth sea and delightful weather scarcely a
cloud in the Heavens & we shipping along seven miles per hour
distance this 24 hours 170 miles

Bar 30 1/2 Therm 68

Lat 36° 56'

Long 20° 00' Chron.

Wednesday May 16th 1849

Pleasant W. & S.W. winds & fine weather. As Admiral reached the
Port this morning for Tabasco & landed one of the Men
with Seven Boxes of Figars from them on board R.R.
the day long with fine breeze from W. & S.W. & fine weather
making the most of our way for the Strait of Gibraltar
distance this 24 hours by Observation 158 miles

Bar 30 1/2 Therm 64

Lat 36° 53'

Long 16° 44'

47 days from Mobile
for Trieste

Thursday May 17th 1849

Pleasant Breezes from N.W. Hauling this morning to
the North & N.N.E. and delightful weather
under all possible sail & shipping along 5 1/2 miles per hour
throughout the 24 hours - at noon wind N.E. took in
all steering lines & brace shrou by the larboard

Bar 30 1/2

Therm 63

Lat. Ord 36° 38'

Long. Chron. 13° 40'

Friday May 18th 1849
Light N.N.E. wind & pleasant throughout

Bar 30 2/3

Therm 64

Lat 36° 36' Ord

Long 11° 30' Chron.

Saturday May 19th 1849

Strong Breezes from N.E. & pleasant carrying all
possible sail to fetch up under the Cape St. Vincent
through the night fresh winds we carrying our helm
round up - fasted top sailants sail at 4 A.M. with
top sailants sails at 10 A.M. Made
Cape St. Vincent passing N.E. 30 miles at noon
Cape St. Vincent now N.N.E. 30 miles distance
Longitude by Chron. 9° 00' which is exactly
correct with the sun we have had a
fine run from the Island of Saint Marys
five days & from the Moss Castle Havana
which we left on the 11th of April thirty eight
days ago which for a clull sailing ship
is not bad & have now only to hope that we
shall have a favorable time up the Mediterranean
& Adriatic & that arrive at Trieste in good time
the day had light airs from the N.E. & pleasant
several vessels in sight all bound out round
the Cape from the Mediterranean Sea

Bar 30 1/3

Therm 63

Lat. Ord 36° 30'

Long. Chron. 9° 00'

49 days from White
for Trieste

Sunday May 20th 1849

Light winds from N N W to N E, Baffling & fine pleasant
weather running over ESE, S E by E, from Cape St Vincent
for the Straights of Gibraltar at 4 A.M. Cape St
Marys the A. B. E. 30 Miles distance at noon calm
a great number of ships in sight all bound to the Portward
this morning about day light a line of Battle Ship passed
close to us, standing to the N N W by appearance think the
Union has bin sent from the Portward the last few days

Bar 30 $\frac{1}{2}$ 31 $\frac{1}{2}$ Therm 68.

Lat 36 $^{\circ}$ 14' N
Long 6 $^{\circ}$ 7' 30" W

Monday May 21st 1849

This twenty first of May finds me in the Straights of
Gibraltar with a fine breeze from the West & fine weather
in company with a large fleet of vessels all bound through
and as it is a Beastly day & I have spent it on the top of the
House with anxious gaze at the Cittadel & Fortropes
of Moors & the Bay of Tangiers and the barren & lofty Hill
of Ajupes rising with grandeur almost to the sky & with
the Fortropes of Ceuta on the African shore & have then
cast my eye on the opposite shore but nine miles separated
& viewed the impenetrable fastness of the Rock of Gibraltar
& thought of the Generations of Moors & Spaniards that have
passed away & the two mountains looking in solemn grandeur
at each other & I have wished almost to spend an
hour of the day in quiet communion with my own
thoughts. How close the long passed year come in review before
me. & although to day in the Straights of Gibraltar with
the Atlantic between I almost fancy myself with my beloved
Wife & Children & Mother & only sister Just before them
but no more. looking back with no regret on the
years that have passed & forward with lively Anticipation
of the future & trusting to the Guidance & direction of
that Providence that never slumbers a sleep I commence
an other year — End with pleasant Breeze from West
& fine weather at noon we are in the middle of
the Straights & thus End the day

Bar 29 $\frac{1}{9}$ — Therm 67

51 days from Mtille

Friday May 22nd 1849

Commenced with fine west wind & pleasant weather at 3 P.M., passed the Rock & town of Silwalter at 5 P.M., Europa Point was W. by 25 or 28 miles distance & took the following sights by Chron.

5" 02" 32
5" 03" 21
10" 05" 53
5" 02" 56
28" 25

20" 13" 7
11
20" 16
69" 44 Polar

20" 29
20" 18
40" 47
20" 23
20" 32

5" 31" 21 Mean
5" 11" 38

19" 43 Diff in time

20" 32

Long by Chron. 4" 56

36" 06
69" 44

Long by Europa Point 4" 55

126" 22

5" 15" 20

63" 11

3" 42

20" 32

5" 11" 38

42" 39

10" 09 259

10" 02 716

9" 65 431

9" 83 092

19" 60 558

9" 80 279

Again same time & place

5" 01" 27
33 02" 00
10" 03" 27
5" 01" 43
28" 25
5" 30" 08
5" 10" 30

90" 00
20" 16
69" 44

20" 40
20" 35
41" 15
20" 37
20" 46

19" 38 Diff in time

20" 46

10" 09 259

Long by Chron. 4" 54

36" 06

10" 02 716

69" 44

9" 65 255

126" 36

9" 82 936

63" 11

19" 60 286

20" 46

9" 80 148

5" 14" 12
3" 42
5" 10" 30

42" 32

Which again makes my Longitude

Exactly correct - at Midnight our favourable breeze left us & it fell nearly calm & at 2 P.M. we took the wind directly ahead from S.S.E. & at 8 A.M. we took to the South under the High Snowy Lovers Mountains of Spain distance 18 miles about Cape Porchuna or 35 or 40 miles to the Eastward of Malaga. End light East wind directly ahead & fine pleasant weather the Coast of Africa plainly in sight & the Mountains of Spain also.

74" 22
15" 38
20" 35

Lat Old 36" 03

Bar 30/

Therm 67

Long of 3" 40 West

52 days from Mobile
And 2 days past Gibraltar

Wednesday May 23rd 1849

Throughout the 24 Hours the wind has been exactly ahead
from East & S.E. & we have worked up about 40 miles
at 11 A.M. tacked to the N.E. the small island of
Alban bearing N.E. & 8 miles at the same time Cape
Pres Forces (Africa) S.E. 20 miles & the coast of Spain plainly
in sight - at noon the small island of Alban bore from
compass E.N.E. 4 or 5 miles distance
Bar 30⁷ Therm 67

Lat 35° 54' N
Long 3° 05' West

Thursday May 24th 1849

Strong wind from E.N.E. & East directly ahead & clear
weather carrying all the forenoon to work to windward
at 4 P.M. Reaped & let the fore & main top fallant sails
at 6 P.M. high Reaped top sails fore & aft strong wind
parted fore top Mast Back stays at 9 P.M. tacked
ship to the Southward Point Baros (Spain) N.E. 8 or 10
miles distance through the night sent E.N.E. wind
under high Reaped sails & Reaped top fallant sails -
Morning sent wind East tacked in for the Land
Cape de Gata N.E. & 40 miles & the African shore
plainly in sight. Sent strong head wind but clear weather
& if this is to be the specimen of our sitting up the
Mediterranean we shall soon pay Heave! which all
ready with me they begin & I will again exclaim to
clay Oh patience then out a picture that I possess -
Wonderful - but I am better satisfied with this strong
Heave wind than with light airs & calms as we have
worked up this last 24 hours directly to windward 25
or 30 miles & we are three days from Gibraltar & have
gained up from there about 100 miles & with the
Exception of eight hours of the time the wind has
been directly ahead - But it is a bad Butcher
that cry for meat & I will not spare the food a nice
quality of the food ship South Carolina carry men to clay
at noon Cape de Gata E.N.E. 35 miles distance

Bar 30⁷ 29⁹ Therm 66

Lat 36° 26' N
Long 2° 45' West

54 days from Mobile

Friday May 25th 1849

And 4 days past Gibraltar

Calm most of the 24 hours with a light air from the Eastward & we have not received any to windward this 24 hours. Spoke a Schooner 29 days from Venice for Liverpool & she was light & appeared to be a fine vessel & as she is 29 days out it has rather dampened my hopes of getting to Meitz much before fall. And light air directly ahead from West May last

Lat $36^{\circ} 21'$

Bar 30.7 Therm 66 — Dry therm 21.40 —

Saturday May 26th 1849

N.E. winds & thick Hazy weather & fog although not a cloud in the heavens at midnight since top top fallant sails & took our reef in the main top sail throughout the 24 hours leading over S.E. S.E. & S.E. & S. from miles further for the Algerien or African Shore & in good hopes of then taking a Southerly wind as the last five days we have had the wind directly ahead & have made only about two degrees to the Eastward. But I fear a folly for that we can't avoid at Meridian tacked to the Northward judging Cape Falcon coast of Algeria to bear E.N.E. distant 45 miles & the power to the Westward & Northward about 20 or 25 but so hazy that we can not see it.

Lat $35^{\circ} 37'$

Bar 29.9 Therm 69

Dry therm 11.48

Sunday May 27th 1849

Fresh & steady N.E. winds & Hazy weather heading N.W. & till this morning when I tacked to the Southward Cape de Gata ^{Spain} N.W. for a five miles distance under single reefed sails & top fallant sails the Mountains & Vallies of Spain with their watch towers & here & there a Castle reminds me of the times that are passed. We have made up 35 miles in three days just as on Thursday at noon the Cape was plainly in sight about 35 miles distance. And the same fresh wind & Hazy from N.E. tacked in for the house at noon in hopes to night to take the wind off the land a more Northerly

Lat $36^{\circ} 28'$

Bar 30.7 Therm 68 — Dry therm 11.48

57 days from Mobile
And 7 Part Gibraltar

Monday May 28th 1849

Commenced with strong gales from S. & S.E.
& East so much so that we have had to St. Reef
Main Sail at 7 P.M. then ship to the S.E. Cape de Jata
N.W., about two miles distance we have had to lay a piece
five or six miles through the night have made moderate
Sail to high North Wind & S.E. winds at 6 P.M. the Cape
Bore N.W. 40 miles tacked to the Northward
at 9 A.M. Spoke the Brig Unca of Baltimore nine days
from New York hope she will report us that
they may know that we are in the hands of the Levanters
& Denis & Francis Moors & Spaniards at Horn Cape de Jata
N.W. 20 miles, had had wind from East

Bar 30.7 Therm 70

Lat 36° 29' N
Long 14° 15' W

Tuesday May 29th 1849

Usual Head wind from East at 3 P.M. tacked close to the land
about 20 miles to the Eastward of Cape de Jata & took the land
Breeze from N.E. & we laid up along the land for two hours
which was considerably uncomfortable but at dark the land
Breeze left us & the Old Levantier again took us from S.E.
about sunset an American Schooner of War or Private
frigate by us standing to the W. by N. probably for Gibraltar
through the night strong wind & Calm from S.E. East & N.E.
and light air from N.E. & N.W. heading N.E. for the
Algerian Coast. Our longitude is 56 miles west to day

Bar 30.7 Therm 70

Lat 36° 21' N
Long 14° 50' W

Wednesday May 30th 1849

Usual head winds & dead ahead from S.E. at 8 P.M.
tacked ship to the Northward the Algerian Coast in sight
from off deck distance 25 miles about Cape Ferrat
at Midnight dark & squally with awful thunder &
vivid lightning all round the compass. St. Reef the top
Sails & furled Main sail & Jib. 7 A.M. was ship to the
S.E. strong wind & squalls from N.E. in company with
an American frigate ^{a fine vessel} bound to Trieste
& have seen her every day since we passed Gibraltar
and strong gales and dense weather have had no observation
but do not consider we have gained a mile this
24 hours. Was ship to the North at noon & my in company
under close reefed
Bar 30.7 Therm 68 Lat 36° 25' N Long 56 miles west

60 day, from Mobile
And 10 Part Gibraltar

Thursday May 31st 1849

Commences with strong gales directly ahead from S.W. & dark cloudy weather under all Ropes till sails set & spruce. at 8 P.M. bore ship to the South East the Mountains of Spain on the Land about 12 De la. Villacosa 25 miles to the S.W. of Cape de Gata bearing N.W. 30 Miles. — But so much force through the night 4 A.M. bore ship to the North. Made sail to high top of sails for several hours. Bore ship this 24 hours all under close reefed sails. — The day ends with fresh winds from S.W. & cloudy dark weather with good observations to day & find we have lost about ten miles this 24 hours. The patience & fortitude a virtue that is much needed with this weather

Bar 29/9

Therm 67

Lat 36° 37' N
Long 1° 00' West

Friday June 1st 1849

Strong gales from the S.W. & dark cloudy weather with heavy thunder & lightning in morning under close reefed sails & rigging all Ropes. Made sail at 5 P.M. the Mountains of Spain on the Land in the same place as yesterday bore ship to the S.E. through the night strong gales & a heavy rain morning bore ship 4 A.M. to the North. End strong gales from S.W. with an increasing sea we have made nothing this 24 hours & if we have held our own we have done well

Bar 29/9

Therm 67

Lat 36° 52' North
Long 1° 00' West

Saturday June 2nd 1849

Heavy gales from S.W. & dark weather at 8 P.M. bore ship to the S.E. the Land continues 8 or 10 miles the same place as yesterday & day before. through the night one continued peal of thunder & flash of lightning with heavy squalls of wind close reefed the top sails & further the bottom, from midnight till 4 A.M. the thunder & lightning was one continued peal & four & about as common night has I ever seen at Sea. Noon less wind & clear find we have lost thirty miles this 24 hours. Re Cape de Gata bearing N.W. 30 miles at noon

Bar 29/9

Therm 67

Lat 36° 37' North
Long 1° 30' West

63 days from Nohle

and 13 days from Gibraltar

Sunday June 3rd 1849

Compend

Commenced with strong gales as
directly ahead from the N.E. as it can possibly be now with
passing squalls at 6 P.M. tacked to the S.E. the coast
of Spain 20 miles East of Cape de Gata distance only three
or four miles through the night strong gales from N.E.
Heading S.S.E. running under sail to high Reef but at
7 A.M. wind so fresh with squalls was obliged to strike
Reef for a while at 10 A.M. passed a very large close
Reef & lower part of said Reef wind but more clear
and pleasant than for the last few days
and as a morning when grasps at shadows I look
at every cloud & think favorable for a change, we
are to day 13 days from Gibraltar & only one day sail
from there. May the devotions at home on this Sabbath
day arise in the Holy Order for my self with the past
13 days constant fasting & gaining nothing I am pick pick
of the my age but still hope to arise in good time

Bar 29 $\frac{1}{2}$ Therm 67 Long 36.10
Monday June 4th

Usual heavy winds N.E. but more moderate at 5 P.M.
Cape Ferrat (Algeria) or African Shores S.E. 25 miles
tacked again to the Northward. through the night fresh
wind from N.E. & more so under high Reef at day
light 4 A.M. Cape de Gata (Spain) again Bar
N.W. 25 miles so that we have not sailed a
mile the last seven days to windward but 130 miles
the last 14 days and again this morning I utter with
pious devotion Oh Patience thou art a virtue
at 7 A.M. tacked to the Northward in the same place we were
in or near to de La Mass N.E. 4 miles distance
with our usual N.E. wind & will add an observation my
Observation "Omnia patienter ferenda". I have kept the next
2 days and with the usual heavy N.E. wind but more
pleasant

Bar 29 $\frac{1}{2}$ Therm 69 Long 36.37 (Prod)
Long 36.37 (Prod)

65 days from Mobile to Decatur June 5th 1849
15 days past Sitka

No alteration but wind directly
Ahead from S.W. with heavy passing clouds under
high Reaped sails & S.G. sails at 2 P.M. tacking hither
at 5 P.M. southward about 12 miles to windward of
rain we tacked at 8 this morning at 8 P.M. Cape
de Gata from N.W. 25 or 30 miles distance at 9 P.M.
dark & squally fresh S.W. sails through the night
wind N.E. & N.E. by E. fresh with heavy passing squally
of Rain. Missing up twice but dark cloudy weather
we have seen this 24 hours at least 20 miles of Surges
& Brip all round before the wind to the westward and
run this directly until the number of vessels that
have passed to the westward has been almost enumerated
& there can be but few left round down
With writing the above thunk God the wind changed
in a squall from the S.E. round round the yards
& we head up S.W. for a few moments & tell it not in
Sath or Push it in the streets of Ashe that for once in 15 days
the wind has changed from the S.W. but it was full calm
& we are turning about with the dear dearly dear in every
direction it remained calm till 10 A.M. & the ship sprang
up in its old place S.W. See above

Bar 30

Therm 69

Lat 36° 35'

Long 90° = 50 West

Wednesday June 6th 1849

Calm throughout the 24 hours with the exception of from
midnight to 4 A.M. we have a light breeze from north &
we made the remarkable distance of six or eight miles
on our last run. Morning as calm as possible a small
Spanish or Danish Valancher or small craft in sight is all
the vessel to enliven the scene. Hauls employed over the
side with long scrapers cleaning Barnacles off which have grown
thick & large & again this morning I saw Crinia parten
ferenda at 8 A.M. a light air from the North East again
which lasted for a few hours and then fell calm & I think
we have made the remarkable distance of about fifteen
miles which is better than we have done for several
days and calm with a thick light drizzly rain - See above

Bar 29

Therm 69

Lat 36° 40'

Long 90° = 45 miles West

67 day, from Mobile &
17 day, part Gibraltar

Thursday June 7th 1849

This 24 Hours has bin (what a Sailer
calls Humbaging in good style) from Noon till Midnight we
had the wind about every hour from every point of the
Compass except E, E, & N, E, & we have made good our
yards times almost to ^{times} mauling to thank off for a few moments
the wind directly aft, all our steering sails out & then with
SE, or SSE, times, at Midnight it fell Calm as a clock
& remained so till 8 A.M. with thick fog as in the Bay of
Bunday at 9 A.M. a light welcom breeze from the S.W. and the
fog cleared up - & find at Noon by good Observations we
have made the Remarkable distance of fourteen Miles This
24 Hours & will add no more to day only at noon we have
a light air from West

Lat. $36^{\circ} 44'$

Bar 30

Therm 69

Long 11^h 32 West

Friday June 8th 1849

Commences Calm as a Zephyr not a breath in the Heavens
& continues so till sunset when a light welcom breeze
sprang up from South & S.W. through the light light wind
& pleasant steering East 3 Miles per Hour at day
light for the Algerian or African Shore distance
25 or 30 Miles about Cape Ferry from Map from S.W. & strong
welcom from West per Hour - two vessels in light steering
about the same course - End light wind from West &
Pleasant sailing along by the Algerian Shore distance 28 Miles

Lat. $37^{\circ} 02'$

Bar 30

Therm 68

Lat $37^{\circ} 02'$ and Long 11^h 00 West

Light air & Calm as usual

Saturday June 9th 1849

At sunset we took a light Land
Breeze off of "Arabia's spicy shores" & ran up along the
Algerian Coast 30 or 35 Miles on our E. & S. Course -
Morning passed a big steering same way a Bay in company
& by appearance, yesterday the Austrian that we have bin in
company with 10 days ago - we have made one degree
& ten Miles of Longitude this 24 & on a direct course per
last Saturday two Hundred & fifteen Miles in eight days
& as continual drooping wears away a Stone I hope to
do as well a better next week - At noon we are about
of Tanzakal (Algerian) distance 40 Miles

Lat. $37^{\circ} 22'$

Bar 29.9

Therm 69

Long 11^h 10 West

75.35
14.25
22.57
37.22

70 days from Mobile &
20 days from Gibraltar

Friday June 10th 1849

This Sunday morning finds me Decalmed off
the Citty and Bay of Algiers distance S.W. 20 or 25 miles
we are 20 days to day from Gibraltar & are from there
only 450 miles but I will only add my usual exclamation
& that in Latin too "Crucia patientia ferenda" ^{con} all things
patiently" and perfectly Calm

Bar 30/ Therm $\begin{array}{r} 75.34 \\ 14.26 \\ 23.02 \\ \hline 37.28 \end{array}$ Lat Old 37° 28' N
Long 3° 35' East

Monday June 11th 1849

Calm & Baffling Air from the Eastward at 4 P.M. tacked
Ship to the Northward Cape Bonif Algerian Coast S.E. 8.
15 or 20 miles distance at 6 P.M. once N.W. tacked to
the Eastward at 10 P.M. the wind hauled to the North West
& we had a fine breeze all night & ran up along the
Algerian Coast five miles per hour which is the
first run of a night we have had since we passed
Gibraltar. two vessels Astern steering same way - Missing the
Algerian Coast distance 20 or 25 miles about Cape Sigli.
Up wind then through the night but the Barrometer has fall
two tenths through the night & I hope we may see some
wind from the Westward. The day End with fine breeze from N.W. &
& Hazy weather the Algerian Shoar about 12 Hrs. steering
E by S. 1/2 S to make the Small Harour of Salita

Bar 29/ Therm 70 $\begin{array}{r} 75.34 \\ 14.26 \\ 23.06 \\ \hline 37.28 \end{array}$ Lat Old 37° 32' N
Long 5° 15' East,

Tuesday June 12th 1849

Light westerly winds & belcolumn with fine weather sailing along
E by S. 1/2 S. 4 or 5 miles per hour at day light per the Land
about the Seven Capes of Bugaroni Coast of Algiers bearing
S.W. 25 or 30 miles distance through the fore noon nearly
even sailing along about one mile per hour the Algerian
Shoar in sight distant 25 miles about Cape Ferro
a Bay in company - $\begin{array}{r} 75.42 \\ 14.18 \\ 23.00 \\ \hline 37.28 \end{array}$

Bar 29/ Therm 71 - $\begin{array}{r} 75.42 \\ 14.18 \\ 23.00 \\ \hline 37.28 \end{array}$ Lat Old 37° 28'
Long 7° 14'

73 days from Mobile &
23 days part Gibraltar

Wednesday June 13th 1849

Commenced Calm with a baffling
Air from the North West — throughout the night as Calm
as possible at 4 A.M. took a Russian Barge from Odessa
(Black Sea) & left from Constantinople 21 days out ^{in company with} Vormes to London
& the wind blew up directly ahead a fair the S.S.E.
& the day end with a light breeze directly ahead —
at noon see the Island of Sardinia 75° 12' Lat 38° 02'
Bar 30.1 Therm 71 — 23° 14' Long 13° 00'
38° 02' Lat

Thursday June 14th 1849

Light East winds as directly ahead as it can blow
in a great number of vessels all bound to the Westward &
and only one Mayne bound with us to the Eastward &
that a Hannoverian at 6 P.M. took ship to the South
the South End of the Island of Sardinia bearing N.E.
20 miles. through the night fresh East wind heading on
S.S.E. & S.W.E. furled Royal & stay sails at day light
see the small Island of Galita bearing S.E. 20 miles
at 9 A.M. Tacked ship to the E.N.E. the small Island of
Galita bearing East (true) distance 28.30 miles & took the following
lights by Chronometer

8° 23' 19"	23° 16' 32"	54° 07'	54° 21'	10° 10' 05.3	9° 26' 52"
8° 23' 54"	9° 0' 04"	54° 15'	37° 30'	10° 03' 68.8	9° 26' 43"
16° 47' 13"	23° 17'	108° 22'	86° 43'	9° 26' 44.6	8° 53' 08"
8° 23' 36"	66° 14.3	54° 11'	158° 34'	19° 03' 16.8	9° 51' 58.4
8° 23' 32"		54° 21' all	79° 17'	9° 51' 58.4	9° 26' 43"
8° 53' 08"			54° 21'	24° 56'	9° 51' 58.4

Long of the Island 8° 54' 24" — Syll 33° 35'

Distance by Chrono from the Island 20 miles. Long Chrono 8° 24' — Syll 33° 35'
which again makes the Longitude correct at 9° 30 A.M.
took a fine velvet Mayne from West port all steering
sails along aloft. End light wind from West steering
East by the Island of Galita which at noon is S.W. 12 or 14
miles. A Mayne & two Ship in company

Bar 30.29 Therm 69.70 75° 49' Lat 37° 28' Long 14° 11'
23° 17' Long 14° 11' Lat 37° 28' Long 14° 11' Lat 37° 28' Long 14° 11'

Lights taken again at same time & place

8° 24' 32"	90° 00'	54° 22'	54° 33'	10° 10' 05.3	9° 26' 52"
8° 25' 02"	23° 17'	54° 27'	37° 30'	10° 03' 68.8	9° 26' 43"
16° 49' 34"	66° 14.3	108° 49'	86° 43'	9° 26' 44.6	8° 53' 08"
8° 24' 42"		54° 24'	158° 52'	19° 03' 16.8	9° 51' 58.4
8° 24' 32"		54° 24'	79° 26'	9° 51' 58.4	9° 26' 43"
8° 54' 29"		54° 33' all	54° 33'	24° 53'	9° 51' 58.4
19° 27' 55.5			34° 33'	9° 51' 58.4	9° 26' 43"

Syll 33° 26' Long Chrono 8° 22' Long 14° 11' Lat 37° 28' Long 14° 11' Lat 37° 28' Long 14° 11'

75 days from Malta &
25 from Gibraltar

Friday June 15th 1849

at present it fell perfectly
Calm & remained so through the 24 hours
at noon the Steamer of Galata went 12 or 14 miles
the Barque that we have been in company with
since we passed Gibraltar was to be 45 days from
Liverpool bound to Alexandria in Egypt was
a light breeze from N.E. & flag falling

Bar 30/29 Therm 77

Lat $37^{\circ} 12' 23''$ N.
Long $9^{\circ} 06'$ East

Saturday June 16th 1849

Commenced Calm & light air from North East at
4 P.M. until 5 P.M. tacked ship to the North East the
Coast of Tunis S.S.E. 15 miles at 5 P.M. full wind fresh
the Royal at 7 P.M. for & began to pull out full
wind S.S.E. at 8 P.M. strong wind from S.E. high rapid
& at top full sail on them - at midnight wind
hauled to the weather our ship made all sail
possible. Morning & the day end with light air from
West & Calm the Barque eight or ten miles distant
last night at dark I saw two ship standing on the
other tack & think they are the same two that
passed Gibraltar with us

Bar 29/8 29/9 Therm 77 - Lat $37^{\circ} 43'$ North
Long $10^{\circ} 32'$ East
Sunday June 17th

Commenced as usual with light air from the North
enclining to the N.E. & Calm at 9 P.M. until 8 P.M. took
in all steering sails at 10 P.M. until 4 P.M. fine breeze
made all possible sail through the fine breeze from
N.W. sailing off Philips Home E.S.E. & S.E. by E. for the
Island of Sicily at Tunis 5 P.M. for the High Island
of Martimo making 8 P.M. at least 50 or 55 miles
distance & being Lucia I will say Home Home
& Good One then Home Home reach Home
at Meridian for the Island of Sicily distance 40 miles
Bar 30/ Therm 75

Lat $37^{\circ} 20'$
Long $11^{\circ} 55'$ East

78 days from Mithle &
28 part Gibraltar

Monday June 18th 1849

Trunk N N W. Wind & localities
Sailing along past the Island of Sicily Eight Miles from
Hence the first favourable breeze since we part the Rock of
Gibraltar 28 days ago to day at dark 8 P.M. the
Island of Sicily about Gergenti N.E. distance 20 or 25
Miles steering S.E. $\frac{1}{2}$ E for Cape Passaro the Eastern point
of the Island at 9 P.M. one favourable breeze left us and
it fell nearly Calm with a light Air from N N E, off
the Island through the night sailing along S.E. $\frac{1}{2}$ E 2 or 3 miles
from shore within 15 or 18 Miles of the Island the land plainly
in sight at Midnight on a volcanic fire on the Mountains of
the Island & at day light & sunrise had a view of Mount
Etna 10,800 feet above the sea - Morning hazy & the wind
very light the Moon came distance 18 Miles but the Mountains
covered with haze - Judge the town of Alcanta north 15 or 18
Miles distance at 8 A.M. took the wind directly ahead again
from the Eastward & this morning I have almost lost my
Latitude & will add in English "we must leave all things patiently"
or "Omnia patienter ferenda" after writing the above poem at
11 A.M. I will add Gratia Dea thank God the wind bent
to S.W. & we make all sail down ^{one of the best} the Island ^{the thing} gladly
at noon on the ship Desdemona about 80 days from New
Orleans for Merit we part Gibraltar within three hours
of her she about 18 Miles ahead & she is now about
10 or 12 Miles finally to mind the old adage that buying
lives company & that there is more fools in the world than
my leg for truly I can give no reasonable Idea why
or for what I come into this almost accursed damned
Hole unless to spend the Summer. On the 21st of May
when we entered Gibraltar (being a beaute
day I added I looked back with no regret on the
past. to day I can not pay so for ~~the~~ of all the
voyages & business transactions of my life this appears
to me to be the poorest calculation to day ~~of my~~
~~life~~ that No Man the wind is light & fair & I hope
to live through the operation of some time another
to finish the Mediterranean voyage

76° 44'
13° 14'
23° 25'
36° 41'

Bar of therm 78

& warm

Lat 36° 41'
Long 14° 10' East

79 days from Mobile &
29 days from Gibraltar

Thursday June 19th 1849

Our light favourable breeze of
2 miles per hour left us perfectly calm at 4 P.M.,
within ten miles of Cape Scalutina at 8 P.M., took
the wind to the East directly ahead & we stood off from
the Island till 2 P.M., about 15 or 18 miles & tacking to
the N.E. & it fell calm as a pocket again. at
day light & Rinnic again Mount Othos in
all its lofty grandeur showed its self almost for
above the clouds — at 7 A.M. took a light air
from the S.W. made all sail as usual steering
S.E. allow of a stop (which by the way are out
& in some dozen times per day) the ^{ship} Desdemona
was in sight this morning & presume she stood to battle
all night at 9 A.M. Calm & Baffling from S.E. took in
all steering sails & made ship up — the day end Calm
we have made about 15 or 20 miles this 24 hours I believe
I exclaim Oh Patience then art a virtue

Bar of. therm 80 & warm $\frac{77^{\circ}00}{13^{\circ}00}$ Lat Old 36, 26
Lat $\frac{23^{\circ}26}{36^{\circ}26}$ Old by Island 14, 30 &

Wednesday June 20th 1849

Calm Calm Calm not a breath of air till 10 P.M.,
then we took a light air off the land of about the rate
of One Mile per hour so that we have worked down the Island
about 12 miles & this morning at 6 P.M. Cape Vassaro was
about N.E. 18 or 20 miles & the wind hauled directly
ahead from the North East — 20 Bays & Bays in sight all
bound the same way — Light of Pharos taken off Cape
Vassaro at 5:40 A.M.

$\frac{21^{\circ}31^{\circ}08}{4^{\circ}32^{\circ}24}$	$\frac{90^{\circ}00}{23^{\circ}27}$	$\frac{13^{\circ}39}{13^{\circ}33}$	$\frac{13^{\circ}55}{36^{\circ}26}$	$\frac{10^{\circ}09445}{10^{\circ}03744}$
$\frac{9^{\circ}03^{\circ}28}{14^{\circ}31^{\circ}41}$	$\frac{66^{\circ}33}{66^{\circ}33}$	$\frac{27^{\circ}32}{15^{\circ}46}$	$\frac{66^{\circ}33}{116^{\circ}54}$	$\frac{9^{\circ}34^{\circ}39}{19^{\circ}69^{\circ}51}$
$\frac{29^{\circ}47}{5^{\circ}01^{\circ}28}$		$\frac{13^{\circ}55}{13^{\circ}55}$	$\frac{58^{\circ}27}{13^{\circ}55}$	$\frac{2^{\circ}84^{\circ}25}{5^{\circ}58^{\circ}40}$
			$\frac{34^{\circ}32}{34^{\circ}32}$	$\frac{1^{\circ}09}{5^{\circ}59^{\circ}49}$
				$\frac{5^{\circ}01^{\circ}28}{5^{\circ}58^{\circ}21}$

Long Chrono 14, 35 East diff 58, 21

Ind with light Head winds & fresh we Eighty
days at sea at the Head of the Mediterranean &
fairly entered the Tonian Sea & we have done ~~very~~ well
this 24 hours having made about thirty miles & are to day
on a direct course from Trieste about 720 miles & can
continue drooping away a stone I have only to hope
the drops will be layers & we shall win in time Lat Old 36, 19
Bar 30 therm 76 cool & pleasant Long Chrono 15, 108

81 day, from Mobile & Thursday June 21st 1849
 31 " part Gibraltar
 This day commences as Calm as a sleeping Infant
 with 15 or 20 Vapors within a few miles of us all
 Heading first in one direction & then another
 at Sunset Mount Stna showed out in all
 its height & for a half hour I gazed with wonder
 & was glad for something for a moment to kill the
hour for truly when morning comes I long for night &
Night Morning & truly I can adopt the language of old
"Warrior days & sleepless night be" it continued calm till
 midnight when we took a light air from the North N.W.,
 & we have fanned up the Ionian Sea about 45 miles
 this day and light air from N.W., heading up N.E. for
 the Adriatic Sea about three miles further
 Bar 307 Therm 78 $\begin{smallmatrix} 76.52 \\ 13.05 \\ 23.27 \end{smallmatrix}$ Lat Old 36° 35' N
 Long 16° 03' East

Friday June 22nd 1849
 Begins with light air from the N.W., baffling to N.E., & then
 pleasant weather drifting on about the Ionian Sea on
 our N.E. course about 2 miles further at Sunset
Mount Stna showed out in all its grandeur
 by appearance I should not think more than 30 or 35 miles
distance but by pure Observation by Therm & Latitude
we are at sunset ~~about~~ Eighty five miles distance
 at dusk as usual it fell nearly Calm so much so till
 this morning we were hardly steam drifting on E.N.E.
 about one mile further. Morning a three hour breeze from
 North & N.E., nearly directly ahead a number of Vapors
 Breezes & Hazy in company all bound into the Adriatic
 Bar 307 Therm 78 $\begin{smallmatrix} 76.30 \\ 13.30 \\ 23.27 \end{smallmatrix}$ Lat Old 36° 57' N
 Longitude 17° 10' East

Saturday June 23rd 1849
 Light air from North at 8 p.m., wind baffled to the North West
 & we laid along on our N.E. course for four hours, about
 four miles further but at midnight the wind again
 baffled to North & fell nearly Calm, Morning wind N.W.E.,
 light & Hazy since by Observation we have made this 24
 hours 55 miles and are tolerably well satisfied
 in ship in company and light air from North
 Pleasant
 Bar 307 Therm 78 $\begin{smallmatrix} 75.51 \\ 14.09 \\ 23.27 \end{smallmatrix}$ Lat Obsd 37° 36' N
 Long Obsd 17° 56' 30" East

84 days from Mobile &
34 days past Gibraltar

Sunday June 24th 1849

I think this is ^{one of} the Calmest Morning
& the smoothest Water per that I ever see at Sea. at
Sunrise not a breath of air nor the least ripple on the
Sea. & only one solitary ship becalmed with us & she has bin
in company the last week by appearance an Austrian
bound to Trieste at 8 A.M. a light air of about 1 1/2 mile
per hour sprang up from the N.W. nearly ahead as our
course now is directly to the North till midnight we
run along the S.W. at about 2 1/2 mile per hour when it fell calm
& continued as I have commenced the Morning & I ask in
the name of patience when shall we arrive - Lat Obsd 38° 10' N

Bar 29.9 Therm 79 $\frac{75.16 \text{ in Air} - 23.26}{38.10}$ Dry Wind 18° 20' East

Monday 25th June 1849

We have runned up about 50 miles toward the mouth
of the Adriatic Sea with a light air & variable from N to
South & air at noon about 50 miles from the Straits of
Otranto with a good prospect at noon having a light
S.W. breeze & fine weather $\frac{74.27}{15.33}$

Bar 29.9 Therm 80 — $\frac{23.24}{38.57}$ Lat Obsd 38° 57' N

Dry Wind 18° 50' E

Tuesday June 26th 1849

Light Air from South & Adriatic steering N.N.E. for the
Straits of Otranto at 2 P.M. exchanged by fresh & passed the
ships we have bin in company with the last week
she proves to be French & passed Gibraltar in
with us bound probably to Trieste through the N
Air & Hazy foggy weather at day light
fully sailed entered the Adriatic Sea & Straits
Otranto the Coast of Greece on the ^{Italian} ~~Adriatic~~ ^{Greek} ~~Adriatic~~
distance 15 or 20 miles the small Island of
S.S.E. 12 miles & the Italian Shore obscured
the ship Desdimonia within 6 or 8 miles at sunrise
at noon Cape Linguetta coast of Greece Bore E.N.E.

distance about 20 miles we have passed along
this 24 hours 70 miles & am well satisfied the ship
Desdimonia three or four miles ahead
the French ship ten or twelve miles astern
I think he sailed too a few hours in the fog this
Morning

Lat Obsd 40° 00'

Bar 30.7 Therm 80.8 Warm Dry Wind 19° 00'

87 days from Mobile and }
 37 part Divulter }

Wednesday June 27th 1849

As usual Calm through out
 or nearly so & we have sailed up the Gulf of Mexico
 this 24 hours about 30 miles end with light air
 directly ahead

Bar 30th Therm 82 —
$$\begin{array}{r} 724.36 \\ 18^{\circ} 24' \\ 23^{\circ} 20' \\ \hline 40^{\circ} 44' \end{array}$$

Lat Old 40° 44'
 Long Old 18° 40' West

Thursday June 28th 1849

Light head winds from N.W. & pleasant heading
 over N.N.E. & N.E. 1/2 N. 2 1/2 & 3 miles per hour for the
Turkish Shore at 4 A.M. tacked to the westward
 the Coast of Turkey distance 15 miles & took a fresh
 breeze off the Land at 8 A.M. the Entrance to the
 River Kattaro (Turkey) to Nam N.E. 20 miles distance
 at 9 P.M. An Austrian Man of War Steamer passed us
 in fine style steering the same course as our selves —
 and the only vessels that are fit to navigate these
 seas with their baffling winds & Calms —
 & at 10 A.M. took the wind again directly ahead
 from the N.W. & I close with adding Oh Pattina there
 art a virtue the ship Dordmonia 10 miles to windward

Bar 30th Therm 82

$$\begin{array}{r} 71^{\circ} 27' \\ 18^{\circ} 33' \\ 23^{\circ} 18' \\ \hline 42^{\circ} 57' \end{array}$$

Lat Old 41° 51' N
 Long Old 18° 25' East

Friday June 29th 1849

At Head 1 miles as usual at 2 P.M. tacked westward at 4 P.M.
 northward at midnight fell calm as usual the High
 Mountains of Turkey about Kattaro distance 10 or 12
 miles & by appearances all that are ahead —
 at day light 4 A.M. Made up from S.S.W. made all sail
 from at 9 A.M. the town of Ragusa (Turkey) —
 N.E. 8 P. 15 miles distance a large & fine town making
 a fine appearance from sea — the day end with light air
 from S.S.W. sailing along the Turkish Shore N.W. 2 1/2
 miles per hour. Several vessels in company are bound
 up the Gulf — we have worked up this 24 hours miles —
 twenty five miles

Bar 29th Therm 82 warm

$$\begin{array}{r} 70^{\circ} 57' \\ 19^{\circ} 05' \\ 23^{\circ} 15' \\ \hline 42^{\circ} 17' \end{array}$$

Lat Old 42° 18' North
 Long Old 17° 56' East

90 days from Mobile &
40 days from Gibraltar Saturday June 30th 1849.

As usual light Baffling wind
from the North in company with the ship Desdemona
92 days from Mobile & eight other Brigs & Bays, all
bound up the Gulf - Sailing by the Coast of
Dalmatia at 8 P.M. the Middle of the Island of
Melida now North (true) eight miles distance -
through the light light air & calm drifting along
one & two miles per hour - Morning squally & baffling
from the West at 8 A.M. took a fine breeze from
the East at 9 A.M. the Middle of the Island
of Lagosta North (true) six miles distance -
at 10 A.M. the small Island of Cazzeola North 6 miles distance
at noon the High Island of Cazza now North 5
miles distance fine breeze from E.S.E. steering
N.W. six miles per hour in fair made this
24 Hours 58 miles - Lat 42° 41' Old
Bar 29½ Therm 80 Long 16° 30' Land

Sunday July 1st 1849

This day Commences with a fine welcome S.S.E.
wind Sailing by the Dalmatia Islands six miles
per hour at 5 P.M. passed between the Islands
of Lissa and Busi separated by a channel from each
other of only two miles on the Island of Lissa a fine
town of Ramisa I suppose inhabited by Turks - Fishermen
after getting through the Islands & about 6 or 8 miles
off our favourable breeze left us & we took heavy squalls
with torrents of Rain from N.W. fresh all light sails
& double Ropes at dark Calm the Island of Saint
Andrea S.W. & the High Rock of Pomo being lost
through the night squally with gusts of wind almost
enough to take our masts out Making & taking in
all night. Morning fresh breeze from N.E. ship Desdemona
within 6 or 8 miles & the fleet of 15 or 20 Bays Brigs. Schooners
& one other ship most of them here in company
the last 10 days we have passed up this 24 Hours about
Eighty miles & are at noon 155 or 160 miles from Trieste but
Calm the Shore of Italy about Ancona & the Dalmata
Shore about Belinco plainly in view we being about in
Center of the Gulf - ^{64° 43'}_{29° 13'} Lat Old 43° 20' Long 14° 45' Chart

92 days from Mobile &
42 " from Gibraltar

Monday, July 2nd 1849

Finds me in the Gulf of Venice 92 days out & 42 from Gibraltar with nearly a Dead Calm & what little air there is directly ahead from N.N.W. & North at 6 P.M. Moderate breeze from N.W. & N.E. at 4 A.M. tacking to the Eastward at 8 A.M. tacking ship to the Northward the Island of Grosa or Sigra N.E. 25 miles distant. We have made this 24 hours the great distance of thirty four miles & as every little helps I will add no more only my old notation — "Omnia patenter servata". No vessels in sight to day.

Bar 30.7

Therm 70

Lat. 43° 47'
Long 14° 10' E

Tuesday July 3rd 1849

Throughout the 24 hours the wind as directly ahead as possible at 8 P.M. tacking ship to the North East to the N.W. of Italy distance 25 miles at 6 A.M. tacking to the Westward the Island of Skarda & Mlanda Coast of Dalmatia bearing N.E. & N.W. 4 or 6 miles distant at noon the Island of Pernuda but 15 miles we have worked up this 24 hours on a straight course towards our port 25 miles and are to day distance only 80 or 85 miles.

Bar 30.7

Therm 74

Lat. 44° 14'
Long 14° 10'

Wednesday July 4th 1849

This fourth of July to me the dullist & gloomiest I have ever passed finds me with a heavy wind as usual at 2 P.M. tacking to the Northward the Island of Sansego N.E. 15 miles at 4 P.M. made the long wished for point of land viz Cape Promontore the North point of Austria North 15 miles at sunrise full calm & continued perfectly calm through the night. Throughout the day & night we have heard a constant peal of large guns & come to the conclusion that war is in the neighbourhood — at 6 A.M. a light air from the East & at 7 A.M. Cape Promontore at 9 A.M. took a Trieste at last at noon we are off Migno 35 miles.

95 days from Mobile &
45 " past Gibraltar } Thursday July 5th 1849

Light Air from North at dusk we are within
8 or 10 miles of Trieste & if still as calm
as calm as a clisset & continued so through
the night at day light the City of Trieste & the
distance & at 10 A.M. came to anchor off
the Port & at 9 A.M. received a free Warrant
Went on shore & thus end the passage
of thirty five days from Mobile & 45 past
Gibraltar

Friday July 6th & Saturday 7th 1849
At 11 A.M. a Porter a Porter from En B. & Co.
unable to warp into the Harbour & commence
discharging

Monday the 9th July 1849 Hauled inside the Booms
& commenced discharging Landed deep load &
finished discharging our cargo on Saturday
July 28th at 11 A.M. & took on board 124 tons
of Baleast Iron & c for London
& only regret that Brown is London
& my Wagon is not putted on shore

Monday July 29th 1849

Remained on board all day
until 6 A.M. all hands on shore in
Liberty went ashore at 6 P.M. & remaining
till 9 P.M. & await patiently for the morning
to settle up my Wagon & get one more
Home Wagon Wagon & to his good Buy
I hope for ever to Trieste and the Head of
the Gulf of Venice for truly I never was
so tired & disgusted with a port in my
life. here we have bin 23 days in
discharging a cargo of cotton most of
time doing nothing but thank for
am about clear of the port & on
that circumstances will not
me to take again from an
Trieste

41" 42
41" 26

Monday July 30th 1849

Without Repose at 9 P.M., I leave the Wharf
of Puerto come on board & sit immediately
at 10 P.M., under way with a light air
from the North & East Once more. Thank God
Home-ward bound & again commencing our plea to the
Guidance & Protection of that Providence that watches Sea as
well as Land at noon this day ^{we are} in perfectly calm
in sight of Puerto about 8 or 10 miles & almost wish I had
not moved my Anchor last night as neither the
Ship nor my Self was hardly ready.

Tuesday August 1st 1849

Light Air from the West & Calm off the small towns
of Pinaro & La Salina at 9:30 P.M. Point Salina light
more East 8 miles, tacking to the South & take the wind
in a Squall from North which lasted for half
hour & then fell nearly calm. Throughout the
Remainder of the day baffling wind from NE
East & SE, & Squally at 10 A.M. the town of
High Peaks of Rodriguez more East 8 miles. End modest
wind from ESE, heading South 5 miles from
the Pinaro Island, East 8 miles at noon
Bar 29.8 Therm 75

Lat 44° 49' N
Long 13° 29' East

Wednesday August 2nd 1849

fresh wind from East backing to East under all
sail laying down the Austrian Horn SE by S,
6 with what is called a strong Bore at 5 P.M.
it bore away on for the palmars in the Cap
at 7 A.M. the Island of
Esp. more NE by E distance 15 or 18 miles
for the night pleasant breeze & fine laying along north
the time on course SE by S, 10 miles from
town at day light 11 A.M. the Island of San
more NE 25 miles
End light wind & fine weather employed heading
up a rather top palmars at noon more
Rock SE, 10 or 12 miles

Bar 29.9 Therm 74

Lat 43° 09' N
Long 15° 20' East

3 days from Trieste for
a Port in Sicily or Cadiz

Friday August 3^d 1849

Commenced with a fine breeze
from N. E. & N. N. E. on in other words in the
Language of the Country we are leaving without
Depart a Boat at 4 P.M. Pompe Rock low with
2 Miles distance at 6 P.M. the Island of St. Andrea North
3 Miles at 8 P.M. the Island of Musa North three & the
Island Lissa N. N. E. five Miles distance wind
Enclining to N. E. put took in all steering sails &
Braced sharp by the wind at Midnight the Island
of Corra North 10 or 12 Miles distance at day light
the Dalmatian Islands of Lacosta & Melida
Meaning N. E. distance 40 Miles & the Italian
Shoal or Mount Gayano & Veste S. W. W.
40 Miles distance End Pleasant Breeze from
N. E. & fine weather Steering S. E. for the Straights of
of Otranto 687 Miles from here

Bar 29/9 Therm 72 Lat 41° 42' Long 17° 30'

Saturday August 4th 1849

Light Westerly wind & fine weather Making the
Mouth of our way down the Adriatic Sea —
at dusk the Italian Shoal distance 20 or 25 Miles
at day light the City of Brindisi low N. W. S. 18 Miles
distance Light Air to Calm End Light Air &
Calm the Italian Shoal distance 15 Miles & the
Coast of France distance 25 Miles or directly in the middle
of the Straights of Otranto

Bar 29/9 Therm 75 Lat 40° 28'

Lights taken by Chrono at 7^h 30 A.M.

5" 58" 29	17" 13" 42	29" 33	29" 45	10" 11 982
5" 58" 50	17" 14" 27	29" 39	40" 38	10" 02 007
11" 57" 25	17" 17	59" 12	72" 43	9" 50 036
5" 58" 42	17" 17	29" 36	143" 06	9" 52 331
31" 30	90" 00	29" 45	71" 33	9" 46 64
Mean 6" 30" 18	72" 43	29" 45	29" 45	9" 73 2
app 7" 44" 2			41" 48	app 7"

Diff in time Long Chrono 18° 34' East 7" 44" 5

1" 14" 18	5" 57" 36	5" 58" 00	11" 55" 36	5" 57" 48	(Mean 6" 29" 24	7" 43" 45	1" 14" 21
Diff in time	90" 00	17" 17	72" 43	29" 24	29" 28	29" 26	29" 35
				all 29" 35	Lat 40° 38'	181 72" 43	142" 56
						71" 28	29 35
						41" 53	Mean 7" 43" 45

John Thompson and at each end of the ship

5 days from Trieste

Sunday August 5th 1849
Finds me in the Mouth of the Adriatic Sea or Strait
of Otranto with a light breeze from the East hauling
South at 6 P.M., tacked ship to the Eastward the Italian
Shore distance only one mile about four miles to the
Northward of the City of Otranto. at Midnight the
Coast of Greece distance 8 or 10 miles wind hauled to the
Eastward made round the Jacks. Morning 10 A.M. the
Island of Tanno Coast of Greece & the lofty Mountains
of the Greecian Shore distance 18 or 20 Miles.
at Noon tacked to the Eastward the S.E. Point of the Peninsula of
Cape St Maria East of Italy 5 or 6 Miles distance
Thank God clear of the Gulf of Venice & Shore forever & God
Save Lat Old 39° 51' Long 18° 20'

Bar 30.7

Therm 79

Wry land 18420

Monday August 6th 1849

The Wind has been light & ahead most of the
24 hours but smooth sea & fine pleasant weather
& we have worked out the Adriatic and are
safely in the Ionian Sea with at noon a light
breeze from S.W. nearly clear ahead heading over board
for the Southern Coast of Italy at Noon Cape
St Maria on the Southern point of the Adriatic Sea
5 or 6 Miles distance 15 Miles

Lafayette was at work with us. Lat Old 39° 30'

Bar 29.9

Therm 80

Wry 18° 25' East

Tuesday August 7th 1849

Light Head Winds from South to S.W. heading over board & S.W. S.
4 or 5 miles in the morning account the Gulf of Tarento at Midnight
fell calm the Italian Shore distance 18 or 20 miles at 2
A.M. sprang up a fresh whisking breeze from South
at 6 P.M. Cape Rap North 4 miles distance at 8 A.M.
Cape Rizzuto W.S.W. 4 miles End fine & N.E. breeze
& fine weather steering S.W. by W. account the Gulf
Squillace 10 or 12 miles for the Cape Squillace
& shall if possible try hard to pass through the
straits of Messenia & stop at Messina or Syracuse

Lat Old 38° 27'

Bar 30.7

Therm 80

Wry 17° 00' East

8 days from Trieste

Wednesday August 8th 1849

at day light we are off the S.E. point of
Italy or Cape Spartivento N.W. 5 miles distant
make a slight for the Straits of Messina
at 4 P.M. Enter the Strait at 5.30 leave two off
the Harbour of Messina take a Pilot & go on shore
to the Health Office & find we are liable to 14
days Quarantine & no Quays for the United States
with exception at 6.30 P.M. leave the Port or
Health Office for the Ship After having consulted
with our Consul & the Hon. of Mariano Costarelli
& they advising of the touch at Palermo
at 7 P.M. get on board & filled away for the Harro
leaving in the Harbour the United States Ship
Constitution & two American Barges for the United
States at 10 P.M. took the tide ahead & near
Calce Cann to Anchor of the Harro point
of Sicily distant about a half of mile
in 7 fathoms of water ~ Expense of Pilot
in & out Messina & through the Harro & Quarantine
Charges \$22.00 Including a Basket of grapes ~
The grapes through the Straits I like much & should
always take it if possible Bunch rather East
or West ~

Thursday August 9th 1849

at 4 A.M. Slack tide, hove up & made all
Sail with a light air from South West
at 5.30 A.M. Discharged our Mill out side
the Harro he not coming on board but remaining
in his Boat along side all night & not
even take a Letter or shew for me
at 9 A.M. we take the wind directly ahead from
the W.N.W. and with the wind from W.N.W. sail
directly ahead at noon Midway Point Sicily N.W.
W.S. 10 or 12 kts & the High Volcanic Mount of Stromboli
N.W. 20 & in to day Undetermined whether to proceed
direct to Cadix or stop at Palermo but shall
think it over this afternoon - as the wind is
directly ahead
see 307 there 80 ~

One day from Messina &
ten days from Malta

Friday August 10th 1849 ~

Commenced with light breeze winds & fine location at 1 P.M.
tacked Cape Vaticano Coast of Italy bearing h k W 10 miles
at 8 P.M. Milazzo Point Island of Sicily South then a few
miles distant through the night light air &
Calms from North Between the Island of Vulcano &
Sicily distance from each land five miles or as near
the Center as possible at 1 A.M. the Island of Vulcano
North 4 miles took the following lights by Chronometer —

Lat N of the Islands of Vulcano & Sicily 38° 15' Long 15° 00' East
Right to take 6" 34.2 inches

4" 51" 45	15" 32" 32	13" 18	13" 30	10. 104 96
4" 52" 32	15" 33" 46	13" 24	38" 15	10. 01 63 4
9" 44" 17	15" 33" 18	26" 42	74" 23	9. 65 6 45
4" 52" 08	15" 33"	13" 21	126" 08	18. 65 28 3
33" 13	90" 26	13" 30	63" 04	9" 82 9 41
5" 25" 21 Mean	74" 23	49" 34	6" 20 16	5" 05
6" 25" 21 Apparent	15.00	apparent time	6" 25" 21	
1" 00" 00 Diff in time				

Agaric

$$\begin{array}{r} 4'' 53'' 54 \\ 4'' 54'' 45 \\ \hline 9'' 47'' 39 \\ 4'' 53'' 49 \\ \hline 13'' 41'' 28 \\ 5'' 27'' 52 \\ 6'' 27'' 37 \\ \hline 1'' 00'' 35 \end{array}$$

$$\begin{array}{r} 90'' 00 \\ 15'' 57 \\ \hline 74'' 23 \end{array}$$

$$\begin{array}{r} 13'' 43 \\ 13'' 51 \\ \hline 27'' 34 \\ 13'' 47 \\ \hline 13'' 56 \end{array}$$

$$\begin{array}{r} 13'' 56 \\ 38'' 15 \\ \hline 74'' 23 \\ 126'' 34 \\ \hline 83'' 12 \\ 13'' 56 \\ \hline 49'' 28 \end{array}$$

$$\begin{array}{r} 10.10496 \\ 10.01634 \\ \hline 9.65287 \\ 9.88007 \\ \hline 9.65418 \\ 9.82709 \\ \hline 6.22'' 32 \\ 5.45 \\ \hline 6.27'' 37 \end{array}$$

Diff Long in this light 15'' 08 cent

Again

5" 00" 30	90" 00	14" 56	15" 10	101" 10 48 6
5" 01" 13	15" 37	15" 06	38" 15	101" 01 63 6
<u>10 1 01 43</u>	<u>74" 23</u>	<u>30" 02</u>	<u>74" 23</u>	<u>84 64 33 9</u>
5" 00" 51		15" 01	12" 48	84 87 60 1
33" 13		15" 10	63" 54	19, 64 07 0
5" 34" 04			15" 10	9" 82 03 5
6" 33" 57			48" 44	6, 28 52
<u>Diff in times' 52" 53</u>				5" 05
	Long 1/2 this light	14" 58 1/2	apparent	<u>6" 33" 57</u>

Again at 7¹⁰ A m $\frac{1}{2}$ Watch

$$\begin{array}{r} 5'' 30' 12 \\ 5'' 31' 04 \\ \hline 11'' 01' 16 \\ 5'' 30' 38 \\ 5'' 33' 13 \\ \hline 6'' 03' 51 \\ 7'' 04' 13 \\ \hline 1'' 00' 22 \end{array}$$

Mean
 Diff
 Longitude by this Light
 15'' 05 Rat

$$\begin{array}{r} 15'' 32' 50 \\ 15'' 33' 36 \\ 3'' 50 \\ \hline 15'' 37' 26 \\ 90'' 00 \\ \hline 74'' 23 \text{ Polar} \end{array}$$

$$\begin{array}{r} 20'' 49 \\ 20'' 55 \\ \hline 41'' 42 \\ 20'' 56 \\ \hline 21'' 05 \end{array}$$

$$\begin{array}{r} 21'' 05 \\ 38'' 15 \\ 74'' 23 \\ \hline 133'' 43 \\ 66'' 51 \\ \hline 21'' 05 \\ 45'' 46 \end{array}$$

$$\begin{array}{r} 10'' 10496 \\ 10'' 01634 \\ 9959455 \\ 9'' 85522 \\ \hline 19'' 57107 \\ 9'' 78553 \\ \hline 6'' 59'' 08 \\ 5'' 05 \\ \hline 7404'' 13 \end{array}$$

The clay land with light air from North drifting
up 1/2 the Island about 1/2 mile from Cape
Olaudo SW 5 or 6 Miles. a boat came along here & I got
a fine bag of fresh Fish for which I paid him a dollar
he came from the Island of Orleans which was 3 or 4 Miles from us —

2 day from Messina Saturday August 11th 1849
11 day from Trieste

Becalmed within three miles
of the Island of Sicily about Cape Orlando the town
of Pirano on the height of a mountain the village of St
egorio & two or three other small towns to the eastward of the
cape with farm houses ennumerable & to the westward of
the Cape plainly in view at present the town of
St Marco on a hill & St Agata on the beach &
the mountainous & delightful scenery of the Island
with the high Islands of Palermo, Salina, Feliciana
& Alicudi all out side of us & to the North of
us requires a pen of more descriptive powers than
mine to describe the grandeur of the prospect
as given by within three miles of the Cape not a
breath of air & the deep blue sea as smooth & as
tranquil as a Mirror & with the towns & mountains
all most over our heads & almost crowding us
from the appearance of the air & sea & the
the cluster of orange groves
if not Heavenly Inspiration the inspiration of taste
at 8 A.M. & through the night a light air off the sea,
fanning up along the Island about 1 1/2 miles further only
at 6 A.M. the Island of Alicudi North 15 miles distance
at 10 A.M. took a light breeze from N.W. made round the
Island at noon this day the Island of Alicudi N.W. by
Compass & the town of Cefalonia N.W. by Compass, & about thirty
miles distance from the Bay of Palermo
at about 7 P.M. we are in the Bay of Palermo
& the breeze left us & we lay becalmed within
three miles of the ships in the Harbour
all night with an occasional air first from one
side of the Bay from the mountains & then from the other
bracing round the yard as the puff strikes us to keep
clear of the rocks & pass away the night at midnight
we take a fine breeze but I do not like to take
the anchorage in the Harbour among a fleet of
ships & instead, unacquainted in the night & we
stand out the Harbour till 2 A.M. when we wear ship
& stand again into the Bay & although a pleasant
& delightful night the morning will come to me
as to all sailors acceptable & as the sea is full
will say no more

at Palermo

Sunday August 12th 1849

After laying all night becalmed within one or two miles of the City of Palermo at 7 A.M. we let go our anchor in 18 fathoms of water off the City at 9 A.M. go on shore to the Health office & find a Quarantine of 14 days & strict & Regid at that. Communicate with Manton & find no business worth excepting for the United States & the only offer to come Sulphur at two pots in the ~~harbour~~ ^{world} East End of the Island & 40 lay days which ^{world} not answer at any rate and about noon I return from the Health office with the Quarantine passed on board & being permitted & the line directly in to the Harbour & view the City of Palermo from our Quarantine with its three hundred Ancient & almost Gothic Churches spires rising up with splendour. From the Bay the City has the appearance of a Natural Amphitheatre formed by the Hills & Rocky Mountains the City ^{is} like of the richest place in the World & to day being permitted would like to view the Cathedrals especially that of St. Rosalia the patroness of Palermo in which Church her remains are placed in a large box of silver enriched with precious stones - but enough of the beauties of Palermo from the Bay the Ridiculous Quarantine Regulations spoils the whole when from a healthy spot & a ship in Palermo you can not have no communication & in paying the expenses of the Island which was \$17.00 they had to be put into a Basket & lowered into the sea before they could be received & not even allowed to deliver a letter one which I have from the Capt of the Private Janotown to our Council which I could not deliver under 14 days or even write a letter & send on shore for the mail for the United States. I again say such Ridiculous formalities are enough to ruin the Commerce & prosperity of any Island or Nation at 5 P.M. our Council came along side in his boat or near the side within talking distance & had nothing better than the morning to offer & after 1 1/2 hours talk he left me & at 10 P.M. the Land Breeze sprang up & we got under way & I bid good bye to Palermo & its Quarantine

at day Light 10 Miles from 18
Palermo

Monday August 13th 1849

We had a light land breeze through the night & fanned out the Bay & at day light this morning we are 10 or 12 miles from the city & take a light Northerly breeze from the Eastward make all possible sail down the Island at 7 A.M. I take the following sights by Chronometer the small Island of Femina being South 3 or 4 miles distant which Island lay in the latitude $38^{\circ}14'$ Long $13^{\circ}15'$ East

$5^{\circ}22'30''$	$14^{\circ}38'57''$	$17^{\circ}32'$	$17^{\circ}45'$	10.10486
$5^{\circ}23'15''$	$14^{\circ}39'47''$	$17^{\circ}40'$	$38^{\circ}14'$	10.01452
$10^{\circ}45'45''$	$14^{\circ}39'47''$	$35^{\circ}12'$	$75^{\circ}16'$	9.61528
$5^{\circ}22'52''$	$14^{\circ}44'$	$17^{\circ}36'$	$131^{\circ}15'$	9.60532
$5^{\circ}33'21''$	$90^{\circ}00'$	$17^{\circ}45'$	$65^{\circ}37'$	9.60266
$5^{\circ}56'13''$	$75^{\circ}16'$ Polar dist.	$47^{\circ}52'$		
$6^{\circ}49'20''$				
$= 53^{\circ}17'$ Diff in time				

This sight makes the longitude within four miles $13^{\circ}19'$ East $6^{\circ}44'40''$
 $6^{\circ}49'20''$

Again

$5^{\circ}24'10''$	$90^{\circ}00'$	$17^{\circ}51'$	$18^{\circ}04'$	10.10486
$5^{\circ}24'50''$	$14^{\circ}44'$	$18^{\circ}00'$	$75^{\circ}16'$	10.01452
$10^{\circ}49'00''$	$75^{\circ}16'$	$35^{\circ}57'$	$38^{\circ}14'$	9.61298
$5^{\circ}24'30''$	$75^{\circ}16'$ Polar distance	$17^{\circ}55'$	$131^{\circ}34'$	9.60913
$5^{\circ}33'21''$		$18^{\circ}04'$	$65^{\circ}44'$	9.60149
$5^{\circ}57'51''$ Mean time		$47^{\circ}43'$		9.60074

This sight gives the longitude within two miles $6^{\circ}46'24''$
 $4^{\circ}36'$
Longitude by this sight $13^{\circ}17'$ Apparent $6^{\circ}51'00''$
Mean $5^{\circ}57'51''$
Diff in time $0^{\circ}53'09''$

Again

$5^{\circ}36'40''$	$20^{\circ}16'$		
$5^{\circ}37'22''$	$20^{\circ}29'$	10.10486	$20^{\circ}24'$
$11^{\circ}14'02''$	$38^{\circ}14'$	10.01452	$40^{\circ}40'$
$5^{\circ}37'01''$	$75^{\circ}16'$	9.59218	$20^{\circ}20'$
$33^{\circ}21''$	$133^{\circ}59'$	9.60556	$20^{\circ}29'$
$6^{\circ}10'22''$ Mean	$66^{\circ}56'$	$19^{\circ}52'12''$	
$7^{\circ}03'16''$ app	$20^{\circ}29'$	$9^{\circ}78'60''$	
$Diff 52^{\circ}54'$	$46^{\circ}30'$		

Longitude by Light $13^{\circ}14'$ East

This Light differs only One mile from the long by the Land as Horn Cape & the Vito are South from or five miles distant light breeze from N.N.E. have just heavily made up my mind to go & lay by 14 days, I am sure a Frappan & take salt or go down to a port in Spain Cadix or Biscay & stop on my way at port Mahone to see if I can get a clean bill of health a note for Spain but here now but little time left to make up my mind being only 25 miles from Frappan & a fine breeze from N.N.E.

One day from Palermo

Thursday August 14th 1849

After a fine Run of Nine Hours from Palermo
we are off the Harbour of Trapani at 4³⁰ P.M.,
take a pilot along side & find still a Quarantine
of 14 days & all the vessels in the Harbour with
the Quarantine flag up & a fine Easterly wind
I make up my mind to go in but proceed
down to Florida or Caeli for a Cape of Safety
let go the pilot about One Mile from the Anchorage
& make all sail for the Northward at 9 P.M.,
the High Island of Maritimo N.W. by 18 or 20 Miles
distance & lie close by to the Pedicular Quarantine
of the Island of Sicily — — — — — End fine breeze from
SSE, steering N.W. & making the Point of our way down
the Mediterranean Sea.

Bar 30⁷ Therm 84 & warm Long 11⁰⁰ Chart East

Wednesday August 15th 1849

Light Air from South veering to the West & fine &
pleasant all hands busily employed in
fitting the ship to Right below deck in Painting
the Between decks Cleaning & White washing the
Lower Hold Coffers Planking Lower Deck &c
Morning light Air from the North we ship to the
Northward at 9 A.M. for the Island of Sardinia
having its S.E. point N.W. by N 30 or 35 Miles
distance at noon the S.E. Point of the Island
of Sardinia bore North true, 20 Miles distance

Bar 30⁷ Therm 82 Long Chart 9³⁴ East

Thursday August 16th

Light Air & Calm at 1 A.M. Light wind from West
we ship at 4 P.M. Wind hauls N.W. & off the Island 10 or
12 Miles we ship to the Northward at 5 P.M. take a fresh breeze
out the Gulf of Cagliari & we walked across at at
good rate under Royal & top Sail at 8 P.M.,
Cape Spartivento bore North true 14 or 16 Miles distance
through the night fresh N.W. & N.E. wind & clear fine
weather & day light bore the S.W. end of the Island bearing N.E.
true, 40 or 45 Miles distance the day end with light North
winds & a good prospect of a Serene Sea 37⁵⁵ Wind
Bar 30⁷ Therm 80 Long 7⁴⁰ East

4 days from Palermo &
 8 " " Messina &
 18 " " Triente

Friday Aug 17th 1849

Fine breeze from the E.N.E. East
 & E.S.E. throughout the 24 hours making the most of our
 way down the Mediterranean Sea being with the
 light & even breeze for hours

Lat Old 38° 06' N

Bar 30.7 Therm 83.8 warm Dry Therm 5° 00 East

Saturday August 18th 1849

Our favourable breeze left us at 2 P.M. & fell calm
 & continued so till midnight when a light westerly
 breeze sprang up from the N.E. & we make all possible head
 on our N.W. & N. course for Cape de Gata

The day ends with light baffling air from East & fine weather

Lat Old 38° 08' N

Bar 30.7 Therm 85 warm Dry Therm 3° 00 East

~~74 46 53~~
~~74 46 02~~

Lights taken at 5 P.M., Saturday afternoon

4" 02" 20	13" 04" 31	22" 52
4" 02" 52	13" 04" 39	22" 43
5" 03" 12	60" for 5" 12 4" 13	45" 35
4" 02" 36	13" 00" 26	22" 47
33" 36	90" 00	22" 56
4" 36" 12 Mean	77" 00 Polar distance	
4" 43" 36	22" 56	10" 10386
3" 36 Equation add	38" 04	10" 01128
4" 47" 12 Apparent time	77" 00	9" 55433
4" 56" 12	138" 00	9" 85742
	69" 00	19" 52689
	22" 56	9" 76344

Diff 11" 00 in time
 Long at 4" 30" N, 2" 45 East 6" 04

Lights taken again at the same time

4" 03" 40	22" 34	alt 22" 39
4" 04" 20	22" 26	Lat 38" 04
5" 08" 00	45" 00	10" 10386
4" 04" 00	22" 30	10" 01128
33" 36	22" 39	9" 55728
4" 37" 36 Mean time	137" 43	9" 85839
4" 45" 08	68" 51	9" 85839
3" 36 Equation add	22" 39	19" 53081
4" 48" 44	46" 12	
4" 57" 36		

Diff 11" 08 Long by this light 2" 47 East 9" 76540

By this light at 4 P.M., this Saturday afternoon
 Cape de Gata Bar, 260 miles W.S.W. & S.W. the middle
 of the Island of Majorca North 73 miles & Algiers South & East 80 miles
 nearly

-6 days from Palermo
10 " " Messina &
19 " " Trieste

Sunday August 19th 1849

Clear S.E. wind, at 8 P.M. wind hauled to
S.W. took in all steering sails & made sharp for
the wind. Midnight threatening & finally in North
& N.N.E. took in all light sails at 2 A.M. wind
shifted to N.N.E. more ship & made all necessary
trial of the balance of the 24 hours from 2 A.M. we
have flown down this sea at a rapid rate
or as fast as canvas can carry her 10 & 11 miles
per hour. Came away from the top
fulcrant back steep. At noon up wind &
clear to see the coast of Spain at noon
about Alicante nearly N.W. 30 miles distant
we are at noon exactly in the meridian of
~~London~~ Greenwich or our longitude is nothing
thank God we are near west longitude &
have been so for a time so far down this sea
I almost begin to fancy myself with friends
over at home & look forward for a few more
sundays to pass when I shall be clear of a ship
for a short time & in the enjoyment of those
comforts that a sailor knows how to prize
the comforts of home

Bar 30

Therm 75

wind & clouds

Lat at noon 37° 49'

Longitude

nothing

Monday August 20th 1849

Heavily partly wind & our usual fine weather
at Punnett Carthagenia from N.N.W. 12 or 16 miles
through the night fine wind slipping along 5 miles per hour
toward Cape de Gata at 10 A.M. Cape de Gata north
five or six miles distance

The day end with fine

Brays from East & fine weather & feel happy as a
clam to clay with the good prospect of getting so soon
clear of this detestable Mediterranean sea at noon
speak & passed the Bay of Brilliant of Warren Mt
& days from Marseilles for Boston

Bar 30

Therm 76

wind & clouds

Lat at noon

36° 29'

Longitude

2° 20' west

21 days from Trieste
12 " " Messina &
8 " " Palermo

Thursday August 20th 1849

Heavily Partly Wind & fine
Weather Sailing by the Coast of Spain from 8 Light
Miles per Hour towards Gibraltar at dusk 7 1/2 Ph.
Cape Corchena 100 Miles, 10 Miles distance through
the night fine breeze & fine weather steering
W 1/2 N from 8 Light Miles per Hour
at day light Cape Moral North 8 Miles & the Rock of
Gibraltar plainly in light directly ahead distance
30 or 32 Miles. Since light 4 & 5 Miles per Hour at 1/2
past 12 Meridian we are off the Rock of Gibraltar fine
breeze at 1 1/2 we pass Taffer with as much wind from
East as we can fly too at the Rate of 11 or 12 Miles
per Hour took in all light sails at 3 P.M. finding
I should be off Cadiz at sunrise & it Morning
Prospect good from S.S.E. 500 Naps a fine & off 4 Wth
Out the Straights of Gibraltar & by the Coast of
Spain at as rapid a Rate as the good Ship
South Carolina can travel while in Ballast
is not slow as we have feared every vessel
that we have seen since we left Trieste
at 5 1/2 P.M. in 4 1/2 Hours from Gibraltar we are off the
Harbour of Cadiz but Morning too fine directly out
would not attempt to make in short the fore
Sail & haul by the wind to the S.S.W. at 6 P.M.
Cadiz Light House N.N.E. 2 Miles distance for the night
well satisfied with my good run down the Mediterranean
Sea and for the last three days we run more distance
than I made in thirty days bound up to Trieste

23

Wednesday August 22nd 1849

after all night hanging about in the Mouth of Cadiz Bay we
sit a pilot at 7 A.M. & Morning a strong Levante did not get
to Anchor till 10 this fine Noon when we come to at
the Tramuntana Ground Receive the Visit from the Grand
Sanadade or Health Office & am ordered eight days
In quarantine to get purged from Austrian Air which
I have to submit too with all the patience possible & now
begin to feel as I was, soon to start for Home
& to day I end one day of our Quarantine at Cadiz
& I hope soon find good way to the
Samed Mediterranean Sea & all its Ports

at Inarrenteen
in Cady Bay

Thursday August 23^d 1849

Saying as partially as possible in
Inarrenteen last My Company along with Mr
Bensman & a long boat about the mine of Salt
Cady's in as soon as possible half a boat along with
with some old Acquaintances Capt. Sampson & others
all Hands being employed in ~~the~~ clearing &
painting ship & thus has passed the 2nd day of
Inarrenteen — at 5 P.M. the following lights
to Regulate My thermometer as I have a good
opportunity in the afternoon for light

4" 49" 50	11" 24" 54	19" 20
4" 50" 39	11" 24" 37	19" 12
9" 40" 29	4" 20	38" 32
4" 50" 14	11" 20	19" 16
Chrom. Plate 33" 47 1/2 Rates	90" 00	19" 25
5" 24" 01 Mean	78" 40 Mean	
4" 58" 57 Apparent		
Diff 25" 64		

Long by this light 6" 16 West 36" 32
this light makes My Chron. Exactly 134" 37
Correct as the Longitude of 67" 18
Cady is 6" 18 West & we are 47" 53
More than a Mile to the Eastward of the City 4" 58" 57

lights Again at the same time

4" 52" 17	90" 00	18" 48
4" 53" 00	11" 20	18" 40
9" 45" 27	78" 40	27" 28
4" 52" 48		18" 44
33" 47		18" 53
5" 26" 35		
5" 01" 37		
Diff 24" 58		

Long by this light 6" 14 1/2 48" 02
48" 09

18" 53	10" 09501
36" 32	10" 0855
78" 40	9" 58648
134" 05	9487028
47" 02	19" 56693
48" 09	9" 78346
	4" 59" 12
	2" 25
	5" 01" 37

By then two lights the Longitude
is Exactly Correct

the 3rd day
at Inamintem
in Cady Bay

Friday August 24th 1849

Thank God a long day has passed
away although we have been busily employed
in painting & cleaning ships & have almost lived
long enough & seen enough of the world to use
my old school boy motto "Omnia Patienter
ferenda" But I sincerely can not help cleaning
the Rediculous Inamintem Regulations of Spain
the Health boat came along this morning
& put a guard on board & we made a grand
display this fore noon of old Altho Mantillas
Shirts Shirts table Cloths Neck Coats & Black
Coats - We hanging about 30 pairs of pantaloons
all hung up between our boards to air &
purify from Cholera Morbus & Austrian Air
& bring the motto true from the Academy
that good comes out of evil for some of my
old pantaloons have been in the bottom of
my chest till to day & the Spanish Air has
done them good. The day has been truly long
But as I have at least five more to pass
I will say no more to day

Saturday August 25th 1849

As yesterday a long and dull day not even
the poor fish boats that pass us can come within
hail of us for fear of contagion
to day has been a holy day as shown by
signs of constant ringing of bells only wish they
would fire of their Inamintem but keep
our time has passed & I hope to fit Prote
on Wednesday Morning if not before

Sunday August 26th 1849

Has passed with weather Aspirations Holy
but I sincerely cleaning the Inamintem of
Spain - into a letter this morning for
but I doubt whether it reached the steamer in
time & it don't make much difference as it
was perished in about the same state of
I end this day almost disappointed with
But no more grief is a folly for what we can't avoid

The 6th day at
Quarantine in Cadiz

Monday August 27th 1849

People Employed Trimming Ballast
Painting Ship. Mending Sails &c. to the time Cross
Heavy the weather is delightful I have now no
Recollection of seeing a drop of Rain for the
last three months & the weather too hot but
pleasant the Thermometer in the shade about
75 to 78° & scarcely ever above 80° & I indulgently grumble
at my lot at this pleasant summer that has passed
to think I have been such a fool as to go to
the Head of the Gulf of Venice & now
here I am penned up the few remaining
days of summer in a Spanish Quarantine

Tuesday August 28th 1849

Has passed as yesterday the
Seventh day of our Quarantine
& I look for the morrow
& hope we shall be considered well
purified from & free from Austrian
Air

On the 29th of August we were at 8 A.M.,
relanded from Diagmanteen & the pilot came
on Board & we ran up the Harbour
to the usual anchorage at 10 A.M.,
moved ship & commenced in the
afternoon on our Ballast & discharged
about 30 tons

Saturday Sept 1st 1849
Our Ballast was all discharged last night
& we lay laff at anchor all last night
with a Receipt Hole & commenced with good
earnest this morning taking in our Ballast
having four lighters at work

Saturday Sept 8th 1849

At noon this day we finished loading
having on Board 435 Tons of Salt ship drawing
18 feet water aft & about 17¹/₄ forward
Ball & Charges of the port Cost \$2204¹/₂
& at 6 P.M. we are all ready for sea

Sunday Sept 9th 1849

Spends the with the fore ship Salt Carolina at 7 A.M.,
under way with a light air out the Bay Once
More than good Home ward Bound but we
have hardly got our anchor up when we took
the wind directly ahead from WNW, & we commenced
beating out the Harbour & at 2 P.M. we
discharge our pilot out side the Divine Rock
& our Men bid good bye to Cadiz without
Regret & again commenced our Pilgrimage & good bye
to the prudence & protection of that place
that men humans for flaps & that men,
as well as land & best for a pleasant
in a few weeks to be at home with a
Beloved family & for a short time away from
ships & sailors & spending my Sabbaths in a more
pleasant manner than beating out of Cadiz
Bay with a heavy & deep loaded ship

Monday Sept 10th 1849

Trials the cut side the Harbour of Caddy
with the wind directly ahead as from the W. S. W.
once more Home ward bound at dark the
City of Caddy bore N. E. by E, 16 or 18 Miles
distance from which I take departure &
again commencing our pelis to the protection
of that Providence that Rules Sea & Land
I hope for a prosperous voyage
through the night the bark put byes
from W. N. W. & N. W. at 8 h. m. tacked to the
Northward at 10 a. m. wind N. W. tacking to
the W. S. W. at noon tacking to the Northward

Bar 29/7 Therm 68 Lat 35° 15' N
Long 71° 30' W

Tuesday Sept 11th 1849

Throughout the 24 hours the wind from W. N. W. by
directly ahead as it came from W. & we have headed
North all the 24 hours at noon Cape St. Mary
bore N. E. by W, 12 or 14 miles

Bar 29/7 Therm 68 Lat 36° 44'

Wednesday Sept 12th

Light Head wind throughout at 6 P. M.
tacking to the Northward Cape Saint Mary
W. N. W. 4 miles through the night light
air from N. W. & pleasant. Morning tacking
to the Northward the day end with the
wind directly ahead & fine pleasant
weather

Cape Saint Mary, Mary
North 18 or 20 miles distant

Bar 30/ Therm 64 Lat 36° 34'
Long 81° 10'

4 days from Cadiz
for Bath

Thursday Sept 13th 1849

Commenced with light head wind & fine weather looking down long shore at 6 PM, tacked to the Southward the land about Cape Carbonera North distance only one or one & a half miles at 7 took a light air from N.W., at 10 PM fell calm & continued to through the night Draining 8 AM light air from North & at noon took the wind again directly ahead from N.W. Cape Saint Vincent bearing N.W. by W, 30 miles distance

Bar 30.1 Therm 68. Long 36° 40' 00" Lat 22° 48'

Lights taken by Chronometer at 4 PM, Cape Saint Vincent bearing N.W. by W. & Compass About 16 or 18 Miles distance

3" 50" 46	3" 45" 00	26" 42
3" 57" 23	33	26" 36
7" 42" 09	3" 44" 27	53" 18
	3" 54	26" 39
3" 51" 04	Chron Show by Rate	26" 48
3 34" 37	Mean	10. 09689
4" 25" 47	3" 40" 33	10. 00086
3" 51" 25	90" 00	10. 21300
0" 34" 16	86" 20 Notes	9" 87243
Long Chron 8" 34	26" 48	19" 38321
	36" 52	9" 69160
	86" 20	3" 55" 36
	150" 00	4" 11
	75" 00	3" 51" 25
	26" 48	26" 30
	48" 12	26" 24
Again same time		52" 54
		26" 27
		26" 36 alt
3" 57" 57	90" 00	
3" 52" 29	3" 40	
7" 44" 26	86" 20	
3" 52" 13		
3 34" 37		
4" 26" 50		
3" 52" 25		
34" 25		
Long Chron 8" 36		
	26" 36	
	36" 52	
	86" 20	
	149" 48	
	74" 54	
	26" 36	
	48" 18	
		10. 09689
		10. 00086
		9" 41582
		9" 87311
		19" 38472
		9" 69336
		3" 56" 36
		4" 11
		3" 52" 25

5 Days from Caddy
for Bath

Friday Sept 14th 1849

Commenced with light head
wind from the W N W, & fine weather at 6 P.M., tacked
Ship to the S.W., the land distance about two miles
& ten miles to the Eastward of the Cape at 3 P.M.
under hauled to the North at 10 P.M., the Light
On Cape Finisterre Bore N N E; 10 or 12 miles
Distance through the night light being from
North & N E; at day light the High Land
of the Cape scarcely perceptible from the top of
the House Mains. About 8 M.S. 40 or 45 miles
distance from which a departure is taken
and light wind from North & fine weather
from to day commence daily Abstract

Bar 30 $\frac{1}{2}$ Therm 70 $\frac{1}{2}$ Lat. 36 $^{\circ}$ 57' N Long 10 $^{\circ}$ 20' W

Saturday Sept 15th 1849

16 Hours out of the 24 Perfectly Calm
and we have only made 30 miles this
24 hours which is better than nothing
& have only to hope that our boats crew
better next week as we have truly made
a poor weeks work this week

Lat. 36 $^{\circ}$ 57' N
Bar 30 $\frac{1}{2}$ Therm 75 Long 10 $^{\circ}$ 38' W

See a fine Furth on the water this afternoon
lowered the Boat & the Mate returned & three
men went after him & caught him by the fins
lifting him into the Boat & put him on board
weighing 70 or 80 lbs hope to fit him as a
present to some of our folks

Sunday Sept 16th 1849

Calm most of the 24 hours and light air directly
ahead have only made about 20 miles this 24 hours

Bar 30 $\frac{1}{2}$ Therm 65 Lat 37 $^{\circ}$ 18' N Long 11 $^{\circ}$ 20' W

The small vessel being
after being on nothing 22 days

8 days from Cadiz
for Bath

Monday Sept 17th 1849

As ever since we left Cadiz the
wind directly ahead from N.W. & N.W. but
Moderate & pleasant at 8 P.M. tacked ship to the
W.S.W. End with no alteration wind Dead Ahead

Bar 30⁷ Therm 70 - Lat 36° 54' N
Long 12° 02' W

Tuesday Sept 18th 1849

As yesterday Moderate head wind & pleasant
with a heavy falling swell from the N.W. at 10 A.M.
wind N.W. tacked ship to the Northward

Bar 30⁷ Therm 72 - Lat 35° 57' N
Long 13° 45' West

Wednesday Sept 19th

Moderate head ^{wind from} wind & W.S.W. wind throughout & pleasant

Bar 30⁷ Therm 72 Lat 36° 58' N
Long 14° 50' W

Thursday Sept 20th 1849

As yesterday Morning Calm at noon a light breeze from
the N.E. a British Frigate at noon passed us heading to S.W.

Bar 30⁷ 29⁷ Therm 70 - Lat 37° 47' N
Long 16° 20' W

Friday Sept 21st 1849

Light northerly wind & pleasant Morning wind inclining
to the Northward took in all standing sails & made sharp by the
wind End with the wind at N.W. light air & fine
at noon tacked ship to the Northward

Bar 30⁷ - Therm 70 - Lat 37° 26' N
Long 18° 25' W

Saturday Sept 22nd 1849

Commenced with head N.W. wind & pleasant at 4 P.M.
tacked ship to the W.S.W. midnight light wind
to Calm 4 A.M. light wind from West tacked
ship to the N.W. the day end with light wind
Heading to S.W. & cloudy weather

Bar 30⁷ Therm 70 Lat 36° 57' N
Long 19° 25' W

14 days from Cadiz
for Bath

Sunday Sept 23^d 1849

Commenced with Moderate wind Hauling to S S by
& cloudy weather at 4 P.M. fresh wind & thick heavy
Rain at 5 P.M. furl'd Masts flying jib &
took in fore top Masts ^{Sail} at 6 P.M. torrents
of Rain & weather dark & threatening Sloop falling
to 29th S.S. Ropes fore & Mizen top Sail
at 8 P.M. weather ^{more} threatening & torrents of Rain
2 Ropes the Mizen top Sail & furl'd Mizen
Course Out to jib & Spanker in the Act of Raising
the Mizen top Sail John Thompson harbour
used Language respecting the Management of
the Ship I Addressed him immediately on deck
which he Answered & Refused to come down
the weather & Night very dark with torrents
of Rain could not distinguish him out from
the Deck of the Crew After I Addressed him
down the Squal of Rain with considerable
Violence After all Hands were on deck
I Addressed him aft but he could not be found
& made the Remark that as this was but
the 1st or 2nd time that he had used
Abusive & threatening Language I would punish
him on Monday Morning & told the Mate to
find him & bring him to me aft in the
Quarter Deck the Mate went forward & found
him on the Starboard side of the Main Deck
amidships under the lee of the House —
he Addressed him aft according to my Order
which he Refused & ~~a scuffle~~ took hold of
him to take him aft in which a Scuffle
ensued & he ~~took~~ got to the Rail & took a
Wooden Sleeping pin & struck the Hatch
violently on the Forehead. Again on the Back
of the Head & again on the Cheek Bone which
for a short time nearly made him senseless —
some others of the Crew came aft & took him
immediately to the fore Cabin. I immediately
demanded the Man to be kept aft & sent
forward My self & found they had determined
would not be taken aft I told them a

15 days from Cadiz. Monday Sept 24th 1849
Left at 3 P.M., tacked ship to W. S.W.,
On night strong squalls, set ahead main top sail
furled main top fullant sail spanker & Cutt
Morning strong wind & sea at 9 A.M. took
the gun of John Thompson coupling him closely to
his bow — End strong wind & clear sea
Ahead or nearly so —

Bar 29 $\frac{1}{2}$ Therm 69

Lat 36° 40
Long 22° 50

Tuesday Sept 25th 1849
N.W. wind hauling at 9 P.M. to the west & S.W.,
with squalls of rain tacked ship to the northward
& furled top fullant sail, at midnight wind
hauled to N.N.W., tacked again to the northward
Morning fresh wind from N.N.E. Made all sail
directly after day light passed close to the
Dutch Barge Sotto standing to the S.E. —
End fresh wind & pleasant

Bar 29 $\frac{1}{2}$

Therm 69

Lat 36° 18 Nord
Long 24° 40 West

Wednesday Sept 26th
North wind wellborn & pleasant under all possible sail
Midnight wind inclining to N.E., morning wind West &
W.W. (Exactly ahead as usual) at 8 A.M. Tacked
ship to the northward and moderate & pleasant

Bar 29 $\frac{1}{2}$

Therm 71

Lat 35° 55 Nord
Long 26° 38 West

A promise to the
Deare

18 days from Cadiz

Thursday Sept 27th 1849

Commenced with Moderate Breezes & Cloudy weather
at 5 P.M. put under Hauling to S.W., put under Main, Mizzen
Flying Jib & fore & Mizzen top Sails at 6 P.M.
put under Main top Sails at 6 P.M. took in Mizzen top
Sails. at 8 P.M. put under Main top Sails
& Mizzen top Sails at 11 P.M. put under Main top
Sails. Midnight strong Breeze & clear at 4 A.M.
put under Main top Sails at 4.30 A.M. Heavy Thunder &
Vivid Lightning the wind increased almost
Instantaneously to a perfect tempest in attempting
to close Reef the fore top Sails the fore top Sails
blew to atoms, parted the fore Mast & was obliged
to cut away the fore Sails for the preservation
of fore Mast & Mast got the Main Sails Hauling
up at 10 P.M. in the best possible manner
& the Main top Sails close Reefed & put under Mizzen
top Sails at 6 A.M. the Gale increased in fury
Beyond description making a perfect whirl
round the ship & all hands standing by to save the
Masts at 7 A.M. the fore top Sails below
the Jib went by the board cut away all
Reefing as quick as possible to save the fore Mast
at 7.30 A.M. wind & sea Beyond description
the fore Mast Head started in the Cap at 8
30 A.M. wind flew into the R.W. & the ship
fell off into the trough of the sea & rolled &
Laboured awfully at 9 A.M. by the labouring & rolling
& straining of the ship the foremast pillars of the
Horn gave way & all went with the crash
to Leeward saved the fragments & all hands
Securing things in the best possible manner
& 10 A.M. the wind lulled a little & we were
able to get before the wind forced the ship
to S.W. Heavy & broke her to the wind have
two under a close Reefed Main top Sails
Head to the W. S.W. all hands went to the pumps
& found considerable water in the ship but the
ship rolling & labouring so Heavy it was impossible
to get much out of her at 10 A.M. Shipping
a Heavy Sea Amidships which for a few moments
completely filled our waist & gave me a good
dive

The day end with strong Sails from WNW, laying
 two under a close Reefed Main top Sail ~~and~~
 since the fore Mast hadley Spring in the
 Cape but at noon the Gale has considerably
 moderated — as noon got the pumps to back
 & Carpenter & all Hands securing the Head of
 the foremast & other cleamans we have sustained
 in the best possible manner ^{at 6 PM} Adriel John Thompson
 to work for the preservation of the ship but with all the
 fury of the Mast & the ship almost a wreck he
 showed more deportment than I before believed belonged
 to Human Nature for a youth of his age for example
 in the fury of these Gale I advised him to his duty
 a short time after I found him sturce away in his
 Room looking over a Book of Paul De Cock a poem othe
 track & his cool deportment truly came over me
 more than the Fury of the Mast — but no more
 I hope this will pass for the Equinox & we shall
 get our good ship more in Order & in a few weeks
 I shall be at home with the comforts of Home & all
 that is clean & away from ships & sailors —

Bar 29/ 29/ at 6 AM 29/ Lat Old 36° 36' Ind
 at 7 AM 29/ at 10 29/ 4 at noon 29/ 5 Long 27° 40' W
 Therm 71

Friday Sept 28th 1849

Strong Sails from WNW laying two under a close
 Reefed Main top Sail Head to the Star at
 4 PM got an other fore Sail Bent & Lett Reefed
 Carpenter employed Repairing head of the fore Mast
 through the night fresh wind with passing Squalls of
 Rain since the ship to leak about 250 Spraks
in Hour & pump every Hour

Morning now Moderate
 Made sail to a single Reefed Main top Sail &
 Reefed Main Sail got an other fore top Sail
 Bent & fuled Carpenter Employed on the fore
 Mast Head Cutting the Mast to cut the Cape
 Below the Break Wind fresh wind & Squalls have
 lost 40 Miles to the South this 24 Hours & will only
 add to day for the first time this passage. Opimia
patricius ferenda. Lat Old 35° 40'
 Bar 29/ 9 Therm 70 — Long 27° 45'

20 days from Cadiz

Saturday Sept 29th 1849

Strong gale from N W by 10 directly ahead with a heavy swell from the West got the Head of the fore mast round & a del. Ruptured fore top sail put through the night strong wind & clear weather. End with the time at W N W fresh backing ship to the North we have only made 15 miles this 24 hours by chron. Lat 34° 10' N Long 28° 00' W Bar 29/ Therm 72

Sunday Sept 30th 1849

Commenced with fresh wind from West & a heavy water sea ship plunging into the sea at 8 P.M. fore Ruptured fore top sail at midnight fore Ruptured main top sail & Ruptured main course ship leaking considerably at 4 A.M. wind changed in a gale to N.W. made round the land running ship leaking 300 shots per hour at 8 A.M. fore moderate made sail to right Ruptured top sail End moderate ship making but much water we have made only about 30 miles this 24 hours & it has been rather a gloomy Sabbath day to me

Bar 29/ 29/ Therm 70 Lat 34° 31' N Long 28° 34' W

Monday Oct 1st 1849

This first day of October finds me in a deep loaded & leaky ship 22 days from Cadiz & only in the latitude of 28° 34' but the morning commences pleasant although a light head wind & as we have now 22 days at sea with constant N.W. wind, I hope for a change & that this week we shall make well on our distance toward Home Sweet Home.

Through the night calm. Morning a light air from East a Bayne in company probably the Henry Warren from Cadiz for Bath sailed two days before us we have made about 25 miles this 24 hours Lat 34° 17' N Long 29° 10' W Bar 29/ 29/ 30/ Therm 72

23rd from Cady
In Bath

Thursday Oct 2nd 1849

Light East wind with such a heavy swell from
the Westward that we were & that about as much
that we hardly then the Bayou has passed
by us this afternoon 5 or 6 miles at dusk a
sunset near enough to make out that it
is the Henry Hancock

Through the night light
Air sailing to West in full gale smooth
Morning the Bayou in sight directly ahead
from aloft

End Calm & Baffling Air from
West

Bar 30 $\frac{1}{2}$ Therm 75 - Lat Old 34 $\frac{1}{4}$ 43
Long 30 $\frac{1}{2}$ 12

Wednesday Oct 3rd 1849
Light winds exactly ahead & pleasant all
Hauls brigely employed in getting things to rights
after our bad weather we have made this
24 hours only 59 miles toward home but very
little help & I will only add Prussia flat
freeway. In all things patiently

Bar 30 $\frac{1}{2}$ Therm 75 - Lat Old 35 $\frac{1}{4}$ 33
Long 30 $\frac{1}{2}$ 30

Thursday Oct 4th 1849
Wind as directly ahead as it can possibly blow
a from the NW, & N.W. by W, all the 24 hours & we
have headed north all the 24 hours & will add
no more

Bar 30 $\frac{1}{2}$ Therm 75 - Lat Old 37 $\frac{1}{4}$ 02
Long 30 $\frac{1}{2}$ 32

Friday Oct 5th
Fresh West wind, at New St. Rees
Bar 29 $\frac{1}{9}$ Therm 73 Lat 38 $\frac{1}{4}$ 24 Old
Long 32 $\frac{1}{4}$ 24 Therm

Saturday Oct 6th 1849
Strong head wind & head sea ship heaving considerably
above 500 throats, further through the night dark & heavy
under the rapid sails. Morning thick at 10 A.M.,
wind changed suddenly to North End Moderate heavy sea
Bar 29 $\frac{1}{9}$ Therm 70 Lat Old 39 $\frac{1}{4}$ 15 Long 33 $\frac{1}{4}$ 08

28 day from Cadiz

Sunday October 7th 1849

Moderate North wind under full sail heading
west & N.W. at 5 P.M. fell calm at 8 P.M. a
light breeze from W.S.W. made Runnel to the N.W.
through the night Moderate S.W. wind morning
fresh heat wind & thick weather & the day end
with the wind at N.W. & cloudy to day
Our Turtle died having lived three weeks or
nothing & again the wind is exactly ahead —

Bar 29/9 Therm 70 Long Therm 35.00

Monday Oct 8th

Truck sails directly ahead with a heavy
sea under white top sails & main top full with
full sail most of the time through the night
the same. Morning wind N.W. & W. ship
to W.S.W. a Breeze in company under full
Rapid sails. End the same

Bar 30/ Therm 67 — Long 36.00 Chum

Tuesday October 9th 1849

N.W. W.W. & West wind directly ahead throughout
the 24 hours at midnight tacked ship to the northward
the day end the same

Bar 29/9 Therm 70 Long Chum 36.45

Wednesday Oct 10th

Moderate West wind with squalls of Rain
& fog. heading N.W. at dawn wind hauled
to W.W. Midnight West wind light & pleasant
at 8 A.M. wind hauled in a fog squall
to N.N.E. tacked ship to the northward
& at noon we have a light blue color
breeze from the North East & in morning
about 4 miles per hour

Bar 30/ Therm 70 Long 38.00 Chum

Lat 41.49 Long

32 days from Cadiz⁺
for Bath⁺

Thursday October 11th 1849

Light N.E. winds with a
heavy watery swell so that we only move along
about three miles per hour. Midnight wind East
light & baffling with torrents of Rain baffling to E.S.E.
Morning wind hauled to the Westward & the day
end with light air from West ahead ahead
& thick drizzly Rain

Sea Obscure

Lat of 42° 03

Long of 39° 39

Bar 30, Therm 71

Friday October 12th

Commences with Baffling winds from N.W. & N.W. at
2 P.M. tacked ship to the Westward at 4 P.M. wind
baffled to the N.E. & S.E. through the night. Moderate
East wind & gloomy weather. Morning fine breeze from
E.S.E. & thick Rainy weather. From pleasant S.E.
wind two ships in company. Steering same way.

Lat 41° 55

Bar 30, Therm 68 Long of 41° 24

Saturday October 13th

Light Easterly wind & drizzly Rain at 4 P.M.
Spoke the Brig Ottoman 28 days from Malaga
for Boston. through the night light breeze hauling
to the South & West. Morning the Brig out of
sight ahead & again I will say Omnia Patientia ferenda
"safe things patiently" The day end with moderate wind
hauling to the Westward & pleasant I am sick to
dear with the Head Ache & almost lay it to an
slow manner that we sit along the ship that has
passed us I suppose never passed a ship before
at such a Rapide rate as she passed us —
But as it is using my old Interment ^{folly} to grin
for what for what we can't avoid I will
say no more. But hope to sit home safe
some time this fall

Lat 41° 52

Long of 43° 24

Bar 30, Therm 71

35 days out from
Cadiz for Bath

Sunday October 14th 1849

Strong gales, Calms & torrents of Rain
Comprising the amount of these 24 hours & will
lay no more
Bar 30 $\frac{1}{2}$, Therm 72 Lat 42° 34' Long 45° 24'

Strong westerly gales with torrents of Rain unless
else rapid falls at noon Sun Obscure

Bar 29 $\frac{1}{9}$ 29 $\frac{1}{3}$

Therm 70

Lat of 43° 00'

Long of 45° 30' Chm 9

Monday Oct 15th 1849

Strong gales from N.W. & dense stormy weather
unless else rapid falls & rapid fine fall
a Bayne in company under the same line
at 8 P.M. wind hauled in a gale to N.W.
now ship moving made fine moderate from
North Our Steammill pump ran out
& was obliged to hoist in on deck & in pity
of it cut it to work in two pieces & we are
now miserably in danger of sinking & taking
Our pump to add to our other difficulties

Sun Obscure

Lat of 43° 00'

Long of 46° 30'

Bar 29 $\frac{1}{9}$ 29 $\frac{1}{9}$

Therm 60 $\frac{1}{2}$ cent

Wednesday Oct 17th 1849

Great N.W. wind & an increasing sea at 1 P.M.
See rapid fine & all

Midnight wind N.W. & increasing

to a Gale else rapid fine & high fresh fall & heavy
& fresh main fall & N.W. heavy falls & an high
crop sea ship labouring & rolling tremendously
Morning not so much wind but an awful sea
ship labouring a good deal made fine enough
to steady her all that was possible but did not dare to
carry too much sail as I fear now is now running
thing but please cut. A Bayne in company & a ship
passed us standing Eastward and fresh wind from North
& an high crop sea but the ship denotes good weather
& I look for it as all sailors look on the bright side
of every thing - Bar 30 $\frac{1}{2}$ Therm 60 Lat 41° 55' Long 48° 15' Thursday

39 days from Cadiz
to Bath

Thursday Oct 18th 1849

Commenced with strong wind from
N N W & an ugly sea under the Reefed top-
sails Reaped main sail & Inner jib at
1/2 past Meridian tried the pump at pump
till 2 P.M. but not able to suck however the
harbours pump & found 26 inches of water had
increased since Meridian sent the Mate & Carpenter
into the hold & they returned on deck reporting
a great quantity of salt melting & by the force
considerable of water in the ship all hauled
to the pump & at 1/2 past 3 P.M. got the pump
to suck in a few moments found the pump
& found the leak had increased to a Reap
Reels Again Let the Harbours pump to work
& at 4 P.M. she again sucked at 5 P.M.
Moderate & the sea a good deal abated
but our Reef main top sail leak the same
at 8 P.M. Light Breezes & smooth high Reap &
Let the main top fullant sail through the
night light wind & smooth sea our pump
constantly going to keep her free
morning light air & smooth out all reef &
made all sail leak now abated
our pump constantly at work
at 10:30 found the leak off any thing to
increase & Reaped both pumps with a well jee
on two arms to our Brakes 7 feet long & 1/2
that all the water could pump both
pumps working well & Heaving a large quantity
of water at 11:30 A.M. both pumps sucked
Let her stand 15 minutes and at noon she
sucked

Log 40:56
Bar 30 1/2 Therm 60 Long thrown 49:40

at 1:30 A.M. spoke the Bayne Heales of
Belfast 10 days from York for Newcastle

40 days from Oadiz

Friday Oct 19th 1849

Moderate NW wind blowing to West
at 2 P.M., Tacking Northward. through the Night Moderate
& pleasant. The pump constantly going to keep her free
morning fresh wind back increasing & at 10 P.M.,
was obliged to Set Reef & found afterward that
with the pump we could keep her free
End Moderate Breeze from West & thick weather

Bar 30.7 Therm 65

Sun Observed
Lat of 41° 54'
Long of 50° 20'

Saturday Oct 20th 1849

Fresh wind from West & torrents of Rain back the same
at 4 P.M., it fell calm & continued till 8 P.M. when
a Violent Breeze sprang up from N.E., which I pray
God may continue to wash us safe to the shore
the day End with light wind from North & N.E.
& dark Rainy weather. The pump constantly going
to keep her free

Bar 30.7 Therm 66

Sun Observed
Lat of 42° 14'
Long of 51° 37'

Sunday Oct 21st 1849

Light North wind Hauling as usual close ahead
to the N.W. One of the Philadelphia & Singapore
Packet ships passed us within a few miles steering
East at 10 A.M. - back about the same. The
pump constantly at work & with this weather
it is impossible for us to get to the North
Overt the Currents as by this we must of
have a strong Easterly Current to help the West
of this Head passage to see my thoughts to
day would be useless with a leaky & clap
loaded ship & with all things put together
they are any thing but pleasant. but trusting
to that Blessed & providence that rules Sea &
well as Land I hope to arrive safe once
more with a beloved family

Bar 30.7 29/9 Therm 55

Lat of 41° 48'
Long of 52° 25'

43 days from Caddy Monday October 22nd 1849
 Great Wind hauling to the North East
 with falling equally ship heaving the same one pump
 constantly at work to keep her free at 4 P.M. some
 wind & sea & not daring to carry much sail
 for fear of our leak increasing &c &c kept free
 & all through the night fresh wind & pleasant
 from North morning light breeze made use sail
 the day end Calm leak the same

Lat 41° 26' Nord

Bar 30th 30th Therm 56 — Long 54° 12' Chron^o
 Being very pleasant this afternoon & Calm with a light air
 from S.W. & having always taken my Observation by Chron^o in the
 morning I will now to pass a few moments find my Longitude
 this afternoon & see if it agrees with the Longitude this morning
 time 3^h 30^m P.M. watch

6 ^h 12 ^m 31	11 ^h 07 ^m 12	18 ^h 40
6 ^h 13 ^m 18	3 ^h 00	18 ^h 36
12 ^h 25 ^m 49	11 ^h 13 ^m 2	37 ^m 16
6 ^h 12 ^m 54	90 ^m 00	18 ^h 38
36 ^m 18	101 ^m 13	18 ^h 47
6 ^h 49 ^m 12	Mean time	
3 ^h 13 ^m 14		
3 ^h 35 ^m 58	Diff in time	
Long Chron ^o 54° 00		
3 ^h 28 ^m 40	18 ^h 47	
15 ^m 26	41 ^m 28	
3 ^h 13 ^m 14	101 ^m 13	
Apparant	161 ^m 28	
	8 ^m 44	
	18 ^m 47	
	61 ^m 57	
Again		
6 ^h 14 ^m 26	18 ^h 31	10 ^h 12 ^m 53 ^s 2
6 ^h 15 ^m 11	41 ^m 28	10 ^h 00 ^m 3 ^s 8
12 ^h 29 ^m 37	101 ^m 13	9 ^h 21 ^m 30 ^s 6
6 ^h 14 ^m 48	161 ^m 12	14 ^h 24 ^m 32 ^s 6
36 ^m 18	80 ^m 36	19 ^h 29 ^m 03
6 ^h 51 ^m 06	18 ^m 31	9 ^h 04 ^m 51
3 ^h 15 ^m 04	62 ^m 05	8 ^h 20 ^m 30
Diff 3 ^h 36 ^m 02		15 ^m 26
Long 54° 00		3 ^h 15 ^m 04

Diff 3^h 36^m 02 Long 54° 00 Calm since 10 A.M. & we have drifted 12 miles East

Tuesday October 23rd 1849

Calm Commences the day all hands employed in getting things
 ready leak the same at 6 P.M. spray up fresh from South at 10 P.M.
 wind increased to a Gale & the sea rose as rapid as the wind &c &c kept
 free & all at Midnight close Reep'd & put a Main Sail Jib & Spanker
 at 2 A.M. a heavy Gale from S.W. & the worst sea for so short
 a while I ever saw ship labouring tremendously at 3 A.M.
 the pump would not suck leak had increased fearfully the last
 hour 10 A.M. a heavy gale & an awful sea & some Anxiety felt
 for the safety of our selves & poor ship to describe my feelings would
 be impossible I have prayed God that what ever may be done
 we may meet our fate as Men & as Reasonable Men & I can
 but think but what we shall weather the Storm & put it

Safe Home & that our feet on land has been & fully
 believing "those that trusts in Jesus are safe even amid
 the perils of the sea" & again to day Commending our selves
 to that protecting Providence & asking God to be with us
 & loved ones at home I will end the day at home
 Heavy Squalls of Rain & the Wind & Sea have abated
 pump working ^{only} as we Row ~~away~~ I judge we have been
 this 24 Hrs. N.W. by W 75 Miles of the Coast is

Bar 30.1 29/7 29/6 noon Therm 65 Lat 42° 17' Long 55° 20'

Wednesday Oct 24th 1849

Wind Landed to the W. by S & moderated
 at 4 P.M. got both pumps to work made sail
 to old Rigs till Midnight. One pump. hand at
 work to keep her free. At Midnight it fell calm
 & the old sea not much abated the ship.
 Rocked & Rallied Tremendously all the while from
 Midnight till 2 A.M. at the pump & unable to keep
 her free at 2 A.M. the pump picked her some
 abated. Morning light clear & pleasant sea a good
 breeze from down. One pump constantly going to
 keep her free the day End with light air from
 the land veering to W. by S. got the long boat down
 all the top of the Hove & on the Main Hatch & then
Hope in God she will remain but as our leak does
 increases so much in bad weather & have only to
 hope that in May have somewhat more from this &
 good weather

Bar 29/6 $\begin{matrix} 34.52 \\ 5.50 \\ 45.16 \end{matrix}$ Therm 60 Lat 43° 16' Obsd Long 56° 01' Chron

Thursday Oct 25th

Light winds from S. by W. & dark stormy weather
 flap falling down to 29/2 which as a matter of
 course I consider we shall have a gale from
 some quarter. at 8 P.M. got Relief at 10 P.M.
 dark in A.W. with threaten S.W. Wind at Midnight
 wind Hauled N.W. & the Relief for & off
 at 6 A.M. we ship to the Northward for some
 at 10 A.M. we ship to N.W. Wind N.W. heavy Gale at
 Meridian took in all sail but the top main top
 sail & fore top One pump constantly going

Bar 29/2 Therm 55 Lat 42° 30' Long 56° 30'

47 day, from Cardiff Friday Oct 26th
Kinds we have two under
a Clear Breeze Marine type Sea blowing
heavy with a awful sea. Our pump constantly
going to keep her feet. No variable situation
for any one to be in at midnight
the gale moderate & sea fell considerably
into the clear Breeze going Major to Sea.

Morning wind north strong with a
tremendous sea. We striving to make
more sail than to steady the ship for
fear the leak would increase.
End moderate & barometer well up
& I again hope for pleasant weather
& a little calm up to the northward
I have suffered severely for the last three
days with an Inflamed hand caused
by the prick of a Rusty Needle to help
my other difficulties.

Lat $42^{\circ} 14'$

Bar $29\frac{3}{4}$ / $29\frac{1}{4}$ / $29\frac{3}{4}$ / $30\frac{1}{2}$ Therm 54 Long 57" 20

Saturday Oct 27th 1849

Moderate North Wind Hauling gradually as usual
to the hat - out all Reef & made all sail pump the
same from Midnight till 4 a.m., light air &
Nearly Calm ship perfectly upright & still & taking
at a fearful rate but hope that the water has
been stopped by the ball & as it is moderate has
only found its way to the pump. I find our leak
increases day by day & all must begin to fear for
the safety of our selves & ship. Morning wind bent
tacked to the Northward & find our leak about
the same as yesterday. We making so much water
by considerable as we did in the Middle water
the day end with light air from the West & pleasant
for the time being. Have gained a little this 24
hours & pray for that next Saturday I may be at home

Lat $42^{\circ} 00'$

Bar $30\frac{1}{2}$ Therm 57 Long Chm 58" 50

49 days from Cadiz
for Bath

Sunday Oct 28th 1849

Head winds & directly ahead from the wind at 2 P.M.
tacked to the Southward wind N.W. at 4 P.M.
tacking to the Northward wind being again to wind
through the night moderate wind directly ahead
at 4 A.M. wind N.W. tacking again to the
Northward morning the wind tumbled to the North
& the day end with light breeze backing to the
North East. A Breeze in company steering same
way. To day has bin to me long & weary with the
Continual planking of our pump & a lean hand
& with my long long passages I am weary thing
but in good spirits but I fear I shall never
Monday I may be at Home & away I
almost hope never from the sight of
the Sea or a ship

Bar 30 1/2

Therm 62

Lat Obs 42° 44'
Long Obs 59° 30'

Monday Oct 29th 1849

We have had a favourable breeze through the 24
hours from the N.W. & East S.E. & S.S.E. & have
run by Chrono 2 1/2 degrees on our course the first
24 hours since we left Cadiz that has bin so
favourable & I begin to day to feel like
we were clearing toward Home
pump the same constantly at work -

Bar 30 1/2

Therm 64

Lat Obs 42° 52'
Long Obs 62° 00'

Tuesday Oct 30th

We have run 100 miles this 24 hours w/ N the
wind from S.S.E. & South morning strong gale & dark
threatning weather in evening hail at 9 A.M. S.W.
Revised End to wind of Storm & prospect of a shift
of wind Pump the same

Bar 30 1/2

29/5

Therm 60

Lat Obs 42° 52'
Long Obs 65° 39'

Heard C

Page. Log of the Ship
South Carolina
of Bath Maine.

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3/25

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2009

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He went to sea

The 2007 June 2nd
New York to Bath

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W. J. Rogers

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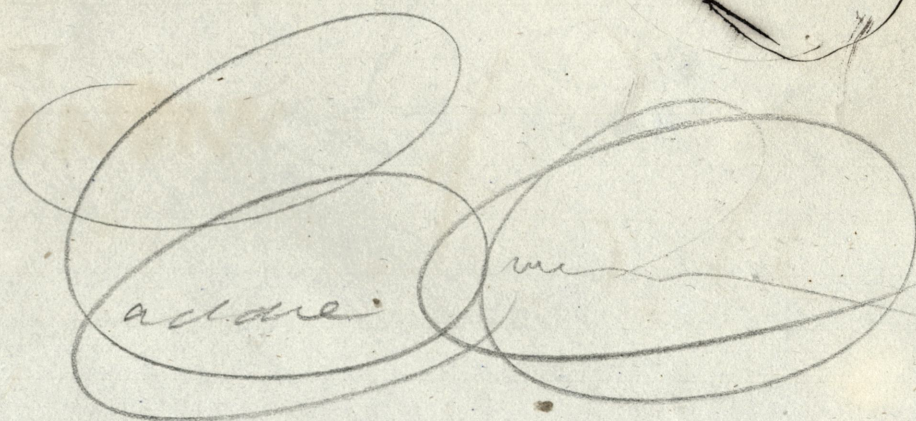
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Bath Jan 12 1869

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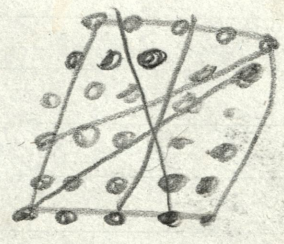
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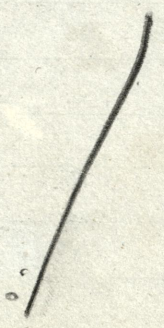
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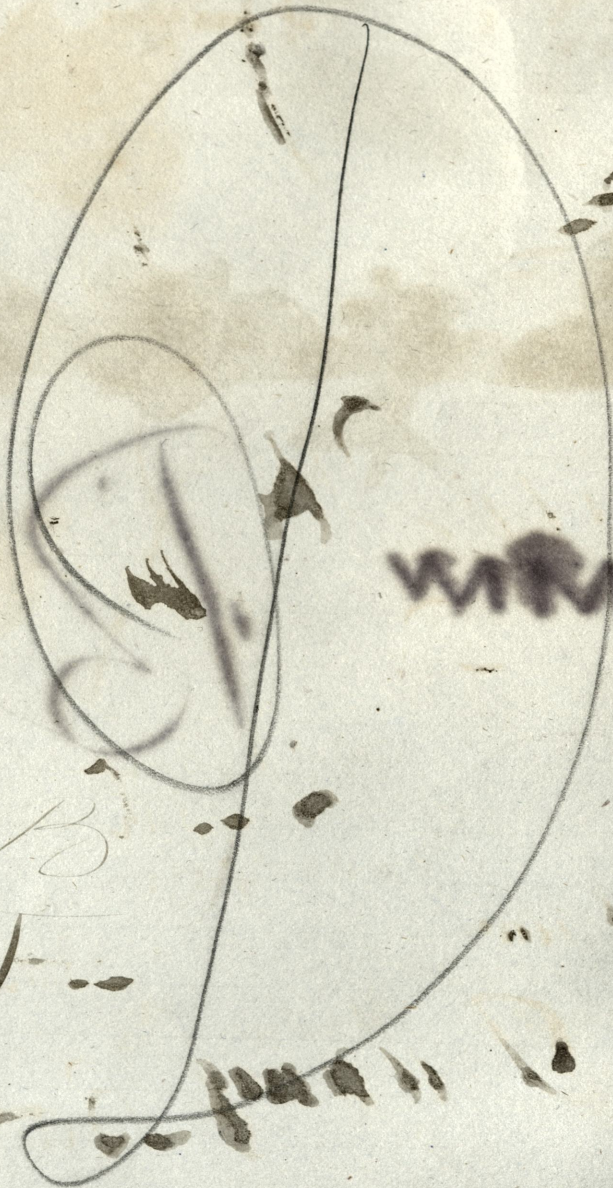
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Bath-maine January 1870

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Large decorative flourish or signature at the bottom of the page.

L. B. Maine

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Mr
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May Dear Sister

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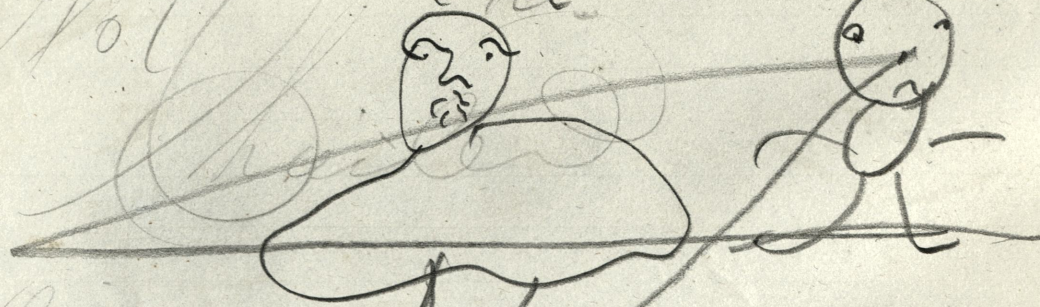
My Dear

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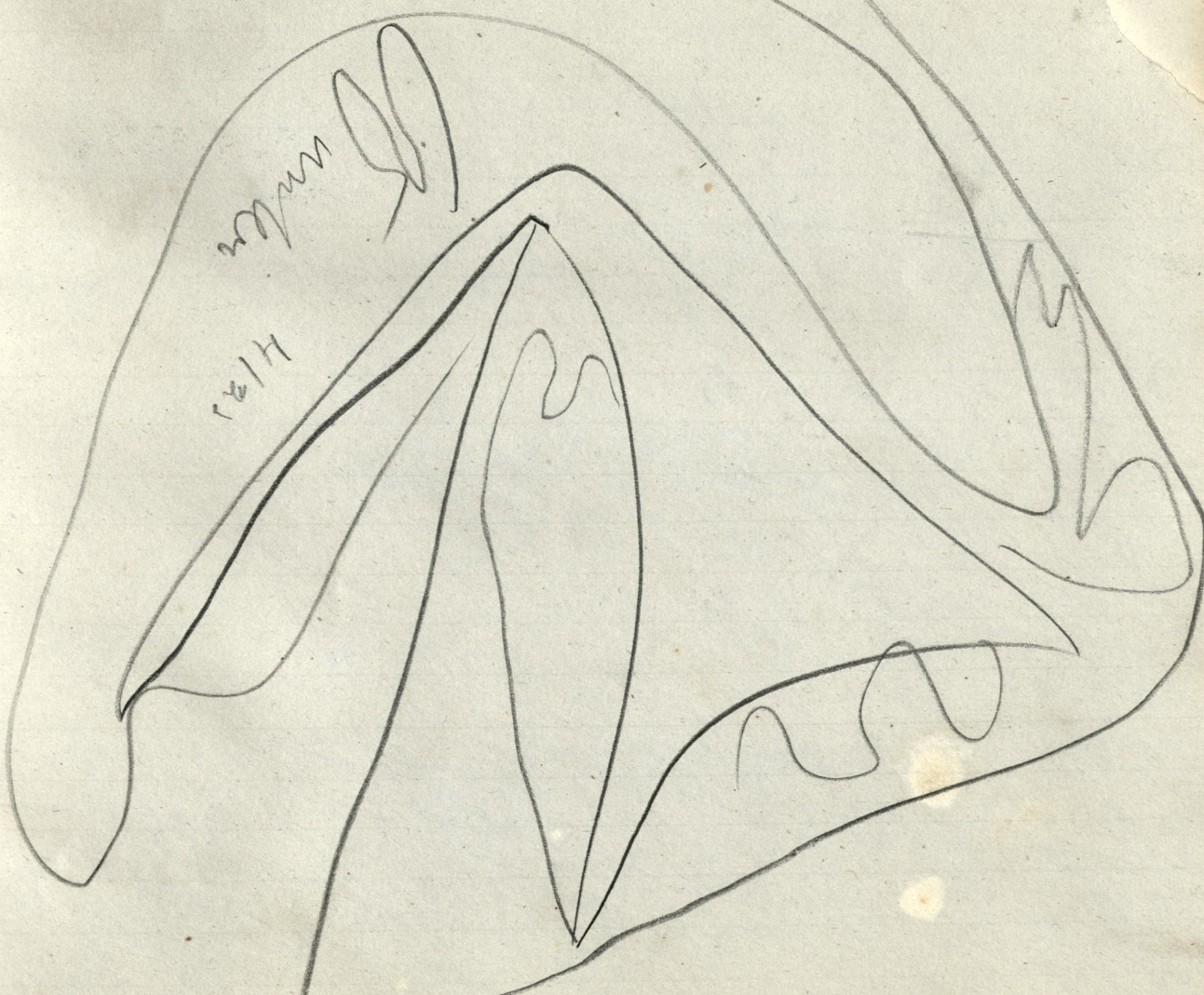
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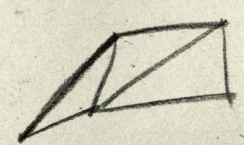
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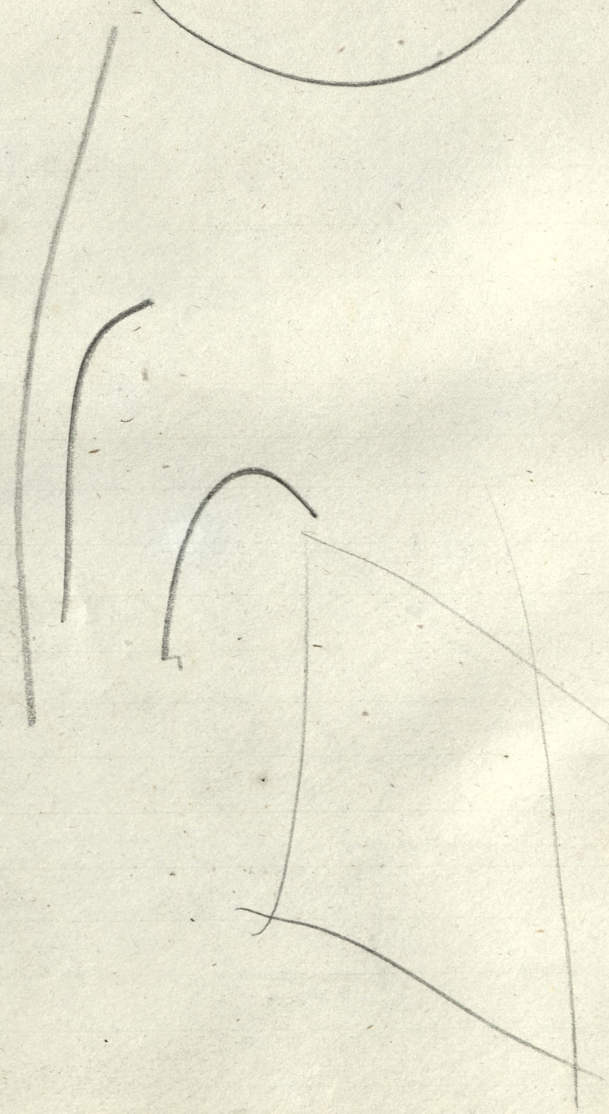
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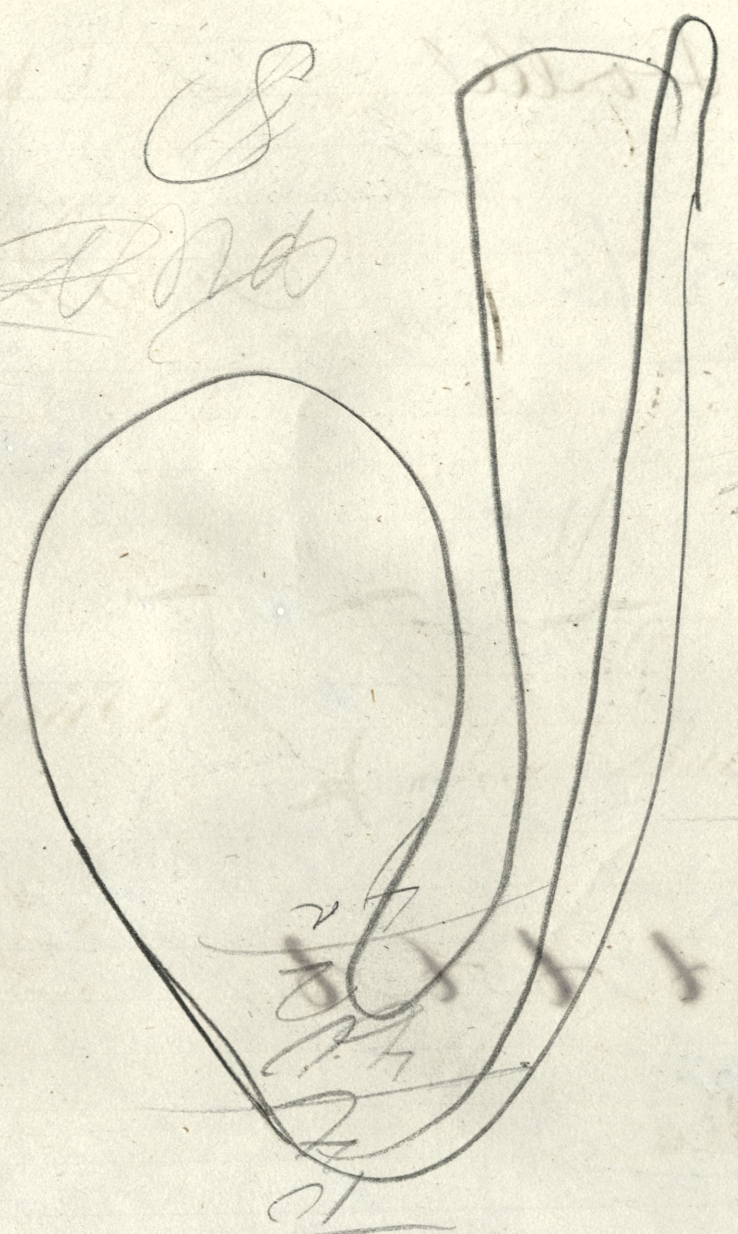
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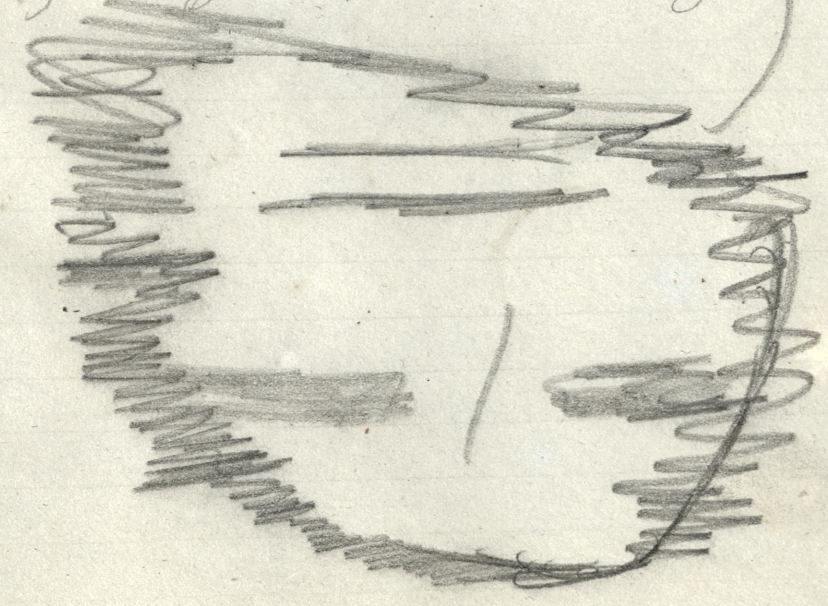
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Handwritten text, possibly "Handwritten" or "Handwritten"



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$$\begin{array}{r} 1875 \\ 975 \\ \hline 9375 \\ 13125 \\ \hline \end{array}$$

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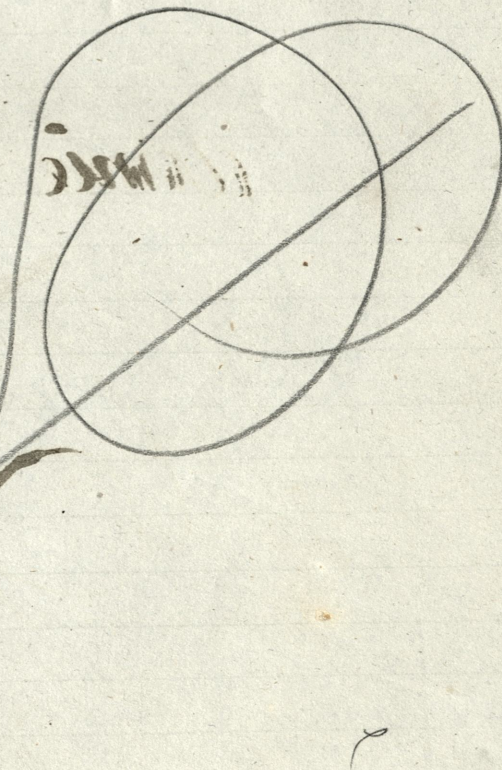
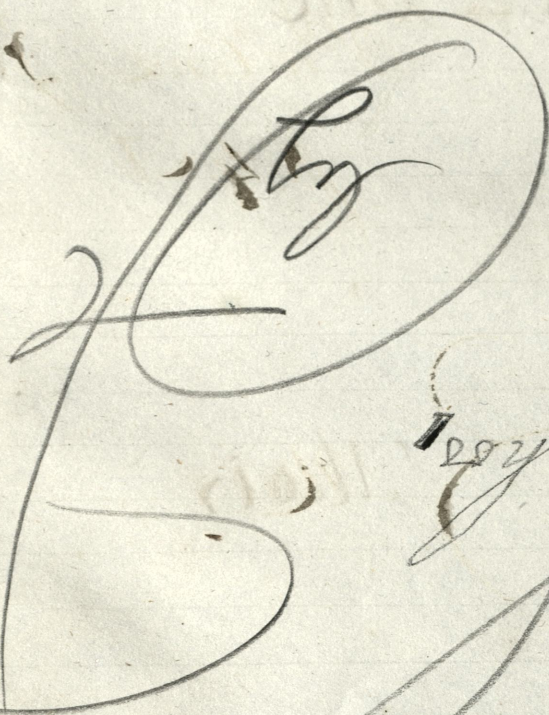
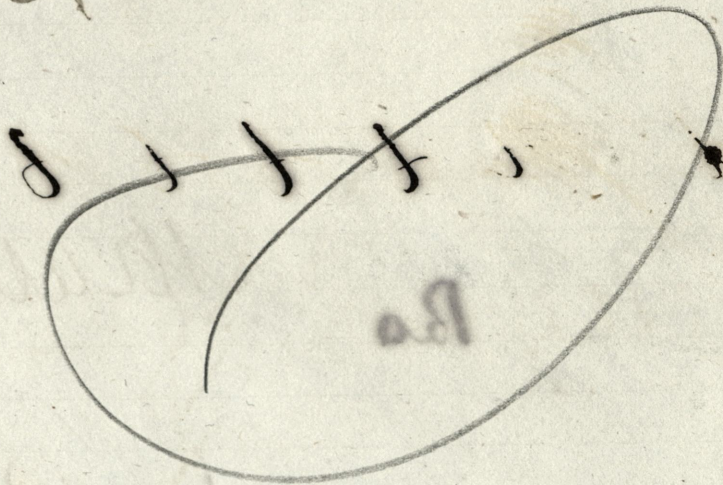
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Bath Jan 12 1868

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not writing you before this but the
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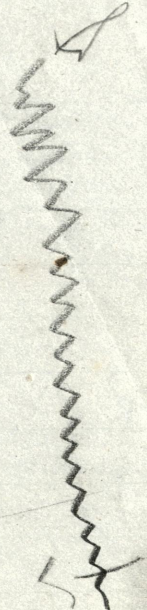
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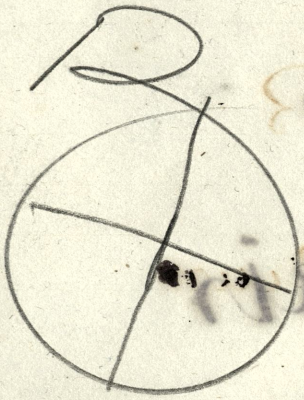
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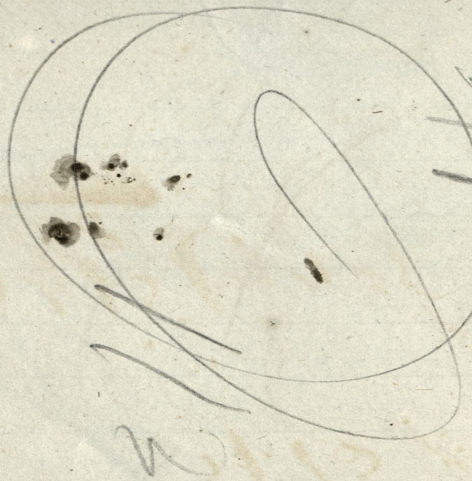
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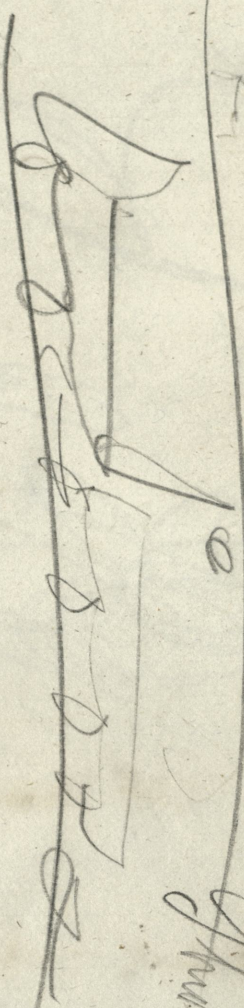
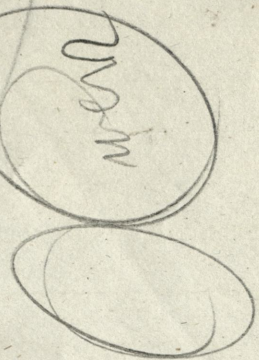
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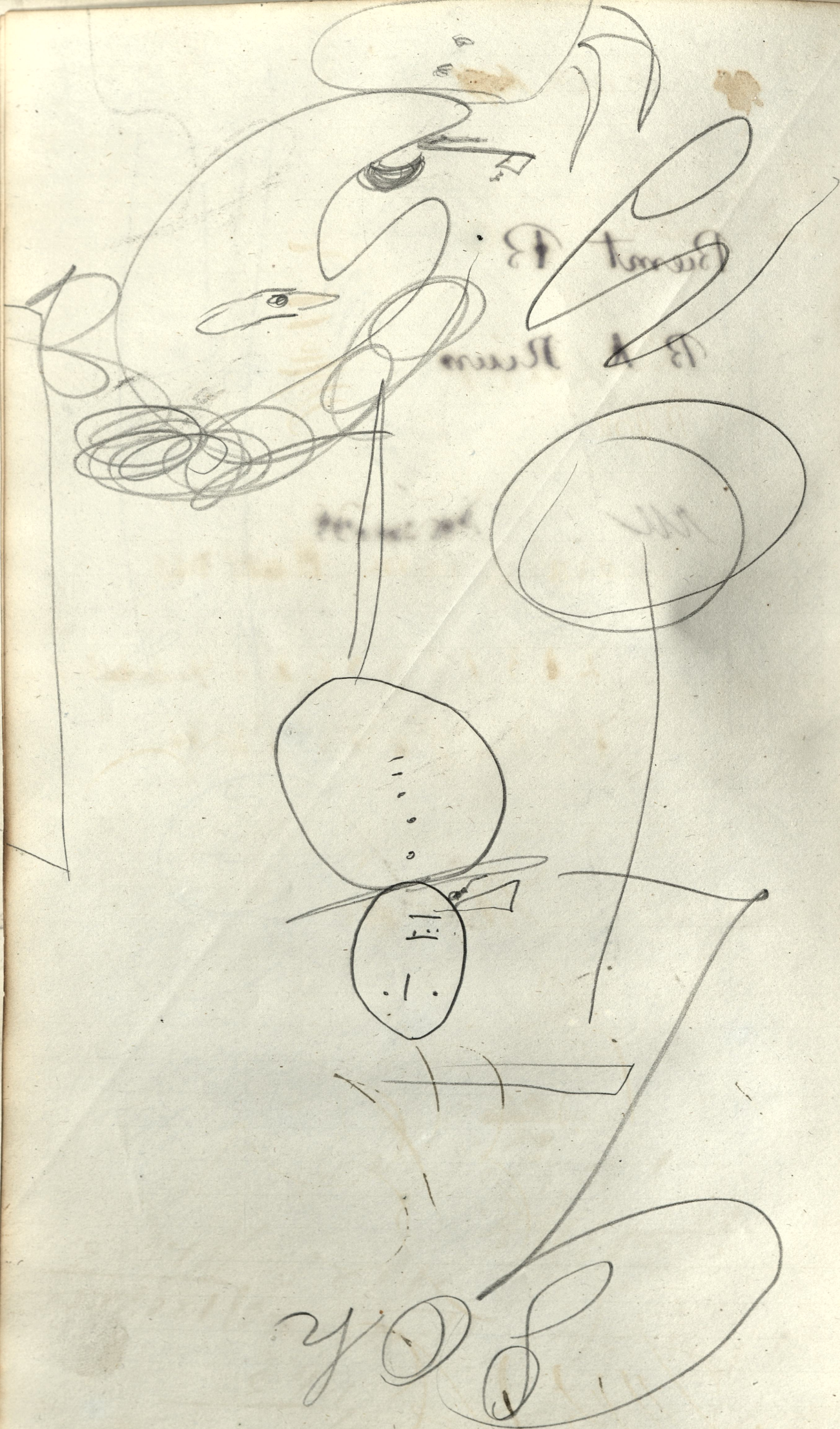
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Wm. B. Green

Wm. B. Green

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Wm. B. Green

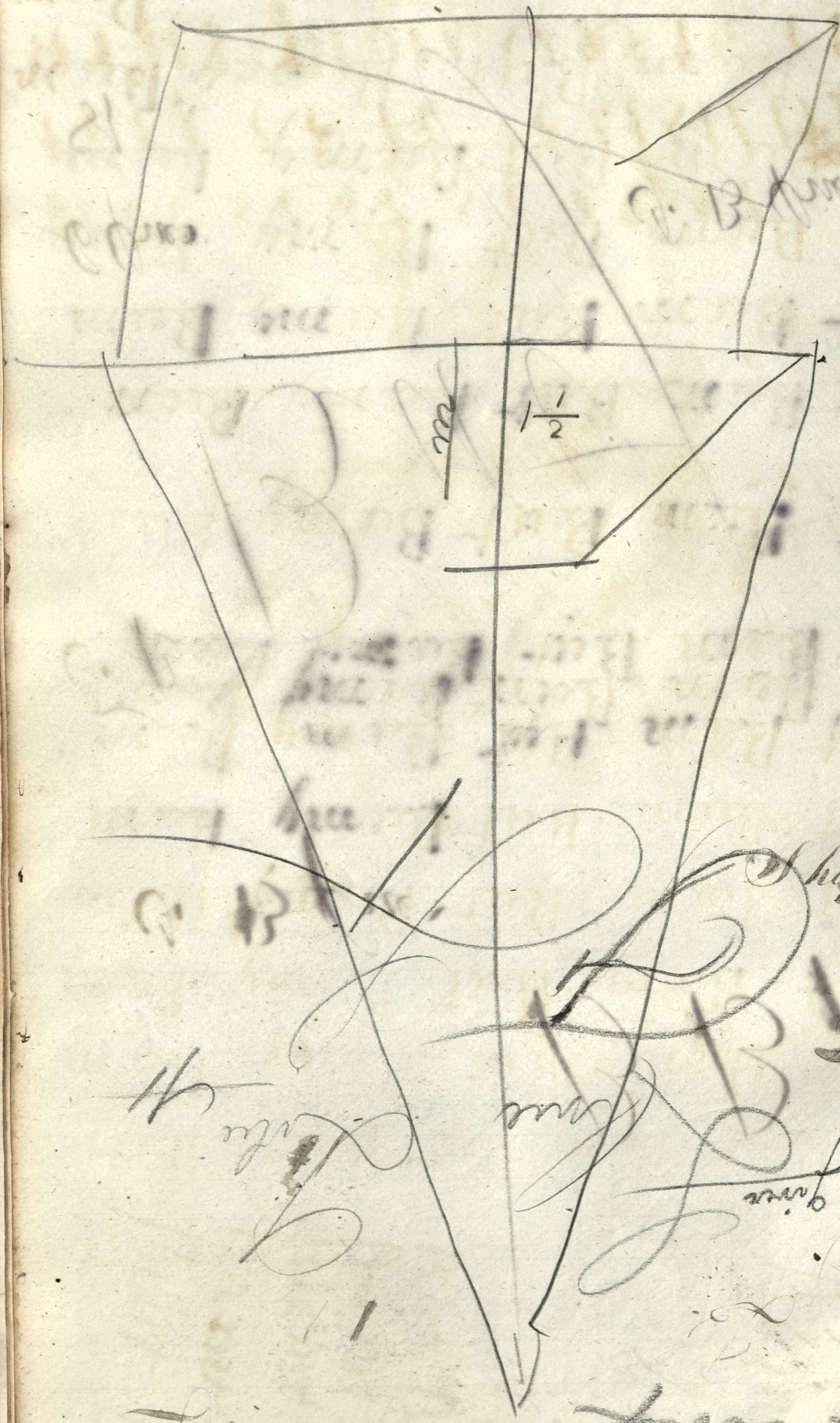
Wm. B. Green

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James
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